

Special Issue
No. 1,357 | £3.30

Auto **EXPRESS** **SPECIAL ISSUE**

91 HALF-PRICE HEROES

HOW TO GET MORE CAR **FOR YOUR CASH**

City cars to supercars, bargain buys from £795

FIAT'S MX-5

WORLD EXCLUSIVE

Made by Mazda, styled in Italy.
The perfect roadster?



PLUS

HONDA'S 167MPH TYPE R

OFFICIAL Turbo
flier's tech
secrets



DRIVEN TT ROADSTER

Why new Audi is 2015's
most desirable soft-top

TESTED Renault Mégane Trophy R vs Porsche Cayman ● Ford Focus ST Estate

11 February Special Issue 1,357

9 770967 450224 07
www.autoexpress.co.uk

HALF-PRICE HEROES



47 Get more car for your money in our 32-page special



8 Fiat's MX-5 could be badged 124 Spider



16 167mph Type R is on the way



30 Our verdict on Audi's TT Roadster

**TOP 9
GADGET
CHARGERS
TESTED**
Page 108



26 Rutherford tries a driving school run by ex-cops

Online this week



First drive verdict on SEAT Leon ST Cupra

THE standard SEAT Leon Cupra is currently our top hot hatch, so the prospect of a more practical but equally fast estate version set our pulses racing when it was revealed last year.

This week we're in Spain to test SEAT's souped-up wagon on the road and track and see if it can match the brilliant hatch for driving thrills. Head online now for our definitive verdict ahead of the Cupra's public debut at the Geneva Motor Show.

**For more visit
autoexpress.co.uk**

Newsweek

COVER Fiat's MX-5 revealed	8
Exclusive images and full details of new 124 Spider	
Renault's seven-seat SUV	10
Kadjar set to be joined by big new Santa Fe rival	
Hyundai Tucson returns	12
ix35 replacement set to get familiar name	
Diesel additive alert	14
Drivers warned on additive needed to comply with Euro VI	
COVER 167mph Civic Type R coming	16
Honda confirms new details on eagerly-awaited hatch	
Superb opens its doors	18
Skoda reveals first picture of new flagship's cabin	

Features

Taught by the fuzz	26
The ex-cops teaching learners how to drive	

New cars

Audi TT Roadster	30
New drop-top is stunning to look at and great to drive	
Mazda 2 verdict	32
Sweet handling supermini takes aim at Ford Fiesta	
Lotus Exige auto	36
Paddleshift box aims to boost sports car's appeal	
Porsche Cayennes at the double	38
Storming new GTS and Turbo S versions blast off	
Juke Nismo RS	40
First UK drive of front-wheel-drive hot Nissan	
Focus ST estate	42
Petrol estate offers thrilling pace and space	

Half-price heroes

COVER Get more car for your cash	47
More than 90 great deals, starting from only £795	

Road tests

Eco warriors	80
Audi A3 e-tron vs BMW i3 vs Mitsubishi Outlander PHEV	
Wild Mégane vs Cayman	90
Renaultsport Mégane Trophy R faces Porsche coupé	
Our cars	98
Updates on the Mazda 3 and Hyundai i10	

Products

Screenwash rated	106
We try three different solutions. Plus books and DVDs	
Gadget chargers tested	108
Best buys to keep your gear powered up on move	

Buying cars

Fiesta buyer's guide	112
Ford's award-winning supermini is a great buy used	
New car prices	118
All the info you need before you head to the showroom	

Regulars

Consumer news	24
Watchdog solves your problems, plus you have your say	
Sport	128
Brit drivers net Le Mans spots, plus all the latest news	
Get Auto Express every week	129
Great half-price offer on your favourite magazine	
Back chat	130
Mike Rutherford on the need for driving appraisals	



Editor-in-chief: Steve Fowler

Deputy editor: Graham Hope

News

Associate editor: Jack Rix

News editor: James Batchelor

Deputy news editor: Richard Ingram

Senior news reporter: Jonathan Burn

News reporter: Lawrence Allan

Road tests

Road test editor: James Disdale

Deputy road test editor: Dean Gibson

Senior road tester: Sean Carson

Road tester: Lesley Harris

Consumer

Consumer editor: Chris Ebbs

Consumer reporter: Joe Finnerty

Consumer writer (products): Henry Willis

Production

Managing editor: Stuart Morton

Production editor: Sarah Murray

Sub-editor: Stuart Newman

Digital

Website editor: Steve Walker

Editor-at-large and

head of motoring video: Mat Watson

Senior web producer: Sam Naylor

Content editor: Tom Goodlad

Carbuyer editor: Stuart Milne

Carbuyer sub-editor: Stephen Errity

Carbuyer content editor: William Morris

Design & Pictures

Art director: Darren Wilson

Deputy art editor: George Vedmore

Designer: Danny Brown

Picture editor: Dawn Grant

Senior photographer: Pete Gibson

Staff photographer: Otis Clay

Special Contributors

Mike Rutherford, Kim Adams,

Andreas Conrad, Peter Lyon,

Sarah Bradley, Julie Sinclair, Jamie Cullen

Advertising & Promotions

Advertising director: Sarah Johns

Business development manager: Shaza Agabani

Advertising manager: Helen Ruane

Account manager: Neale Salt

Sales executive: Alexander Rumble

Research director (Driver Power): Seema Hope

Senior production executive: Daniel Stark

Inserts: Abdul Ahad

Digital trading director: Elaine dela Cruz

Managing director: Julian-Lloyd Evans

Publishing director: James Burnay

Newtrade manager: David Barker

Digital marketing manager: Anna Marley

Marketing executive: Grace Wilson



Dennis Publishing Ltd

Group managing director: Ian Westwood

Chief operating officer: Brett Reynolds

Group finance director: Ian Leggett

Chief executive: James Tye

Company founder: Felix Dennis

CONTENT SYNDICATION SALES

Our content is available for syndication.

E-mail ryan_chambers@dennis.co.uk

or call 020 7907 6132 for more details.

© Copyright Dennis Publishing Limited.

Auto Express is a trademark of Felix Dennis.

Auto Express is published weekly by Dennis Publishing Ltd. Company registered in England, number 1138891. This publication may not be reproduced or transmitted in any form or in part without the written permission of the Publishers. Registered as a newspaper at the Post Office. Pictures submitted to Auto Express are sent at owners' risk. While every care is taken, neither Auto Express nor its agents accept any liability for loss or damage. Originated on Apple Macintoshes. Repro by Mullis Morgan. Printed by Benham Goodhead Print, Bicester. Distribution: Seymour, 2 East Poultry Avenue, London EC1A 9PT. Tel: 020 7429 4000. Fax: 020 7429 4001. Website: www.seymour.co.uk

AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested using Racelogic VBOX computer timing equipment.

Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

Auto Express is part of the Auto Bild Group network of magazines



The paper used within this magazine is produced from sustainable fibre, manufactured by mills with a valid chain of custody.

www.autoexpress.co.uk

Fiat revs up for the future, but haven't we said that before?



AE I OFTEN refer to Fiat as the 500 Car Company. Log on to the company's website, and of the nine bodystyles on offer, five of them wear the 500's friendly face. When it comes to Fiat's sales, 500s account for the vast majority, with the new 500X (above) set to increase that even more.

This week's revelation that the long-awaited roadster the Fiat Group has been developing with Mazda will wear a Fiat badge (first it was rumoured to be an Alfa, then an Abarth...) is a sign of expansion beyond the 500.

Likely to be called 124 Spider, after the famous sports car of the sixties and seventies, the roadster will be followed by a new Golf and Focus rival – a global sector in all its forms (hatch, saloon, estate) that's difficult to ignore for any car company.

Insiders say that next up will be a Punto replacement – another big-selling segment – but plans to expand the Panda range with a bigger Qashqai-rivalling model have been delayed. That's a shame, as for me it's the more innovative models like the 500 and Panda that have helped to put Fiat back on the map. Recent history has shown it doesn't do mainstream well.

But as those Panda 'Qashqai' rumours prove, we've been teased by the prospect of future Fiats over and over – only to find another 500 variant finding its way into the showroom. Fiat's had more false dawns than the English football team, so let's hope the 124 Spider really is the start of a Fiat renaissance we can get excited about.

At least Fiat's dealers are showing signs of improvement – up four places in last year's Driver

Power survey. This year's survey closes soon, so log on at the address on the right to have your say on your car and your dealer.



STEVE FOWLER
Editor-in-chief

Steve_Fowler@dennis.co.uk
[@stevefowler](https://twitter.com/stevefowler)

Contact us

Dennis Publishing Ltd,
30 Cleveland Street,
London W1T 4JD

facebook.com/autoexpress
[@AutoExpress](https://twitter.com/AutoExpress)
youtube.com/autoexpress

Subscription enquiries 0844 844 0026

E-mail firstname_lastname@dennis.co.uk

News 020 7907 6205

Consumer 020 7907 6217

Tests 020 7907 6209

Products 020 7907 6212

Fax 020 7907 6234

Advertising 020 7907 6745

Advertising E-mail

ads@autoexpress.co.uk



Subscribe and save 46 per cent

Get all the motoring news EVERY week

Subscription to Auto Express and save 46% on the shop price. And this week only, get six issues for only 50 pence. See Page 129.

Call 0844 844 0026

Basic annual rate UK: £79.99 Europe: £110 Rest of world: £180

Online subscriber service Change your address and renew your subscription at

www.subsinfo.co.uk

Subs E-mail autoexpress@servicehelpline.co.uk

Auto Express app free on your iPad

- Start reading on your iPad for free
- Get news and content updates throughout the week
- Even more car news straight to your iPad
- Plus first drives, road tests and reviews, and exclusive video content, too



www.subscribe.autoexpress.co.uk/print-ipad

Tell us about your car

Driver Power is the UK's biggest motoring satisfaction survey. Every year we need you to tell us about your car. Good or bad, your feedback helps us tell EVERY motor manufacturer what YOU want... and believe us, they're listening!



Have your say... take the survey

www.autoexpress.co.uk/driverpower



- We take wraps off Fiat sister car to Mazda MX-5
 ■ On sale next year ■ Could be badged 124 Spider



Richard Ingram

Richard_Ingram@dennis.co.uk
@cutt_ings

AE THE sister car to the new Mazda MX-5 will be badged a Fiat, Auto Express can now confirm. It could also revive the 124 Spider name from the past, and a hot Abarth version will follow later in the lifecycle.

Until recently, the Fiat Chrysler Group rear-wheel-drive two-seater was set to wear an Alfa Romeo badge, but a U-turn from CEO Sergio Marchionne meant how the roadster would be branded was up in the air, until now.

A company insider told us “all Alfa Romeos need to be 100 per cent Italian”. That backs up Marchionne’s earlier comments that no Alfa would be built outside Italy on his watch.

And as part of the joint venture agreement with Mazda, both cars are to be made at Mazda’s factory in Hiroshima, Japan. According to our source, the agreement between Fiat and Mazda is that the MX-5 will launch first and take centre stage in 2015, with Fiat’s alternative offering coming 12 months later.

News also broke last week of a pair of Fiat trademark applications in the US – for the ‘Fiat 124’ and ‘Fiat 124 Spider’ nameplates, suggesting they’re being readied for a return. The 124 first appeared in 1966, using the same front-engine, rear-wheel-drive layout the Spider will adopt.

Being based on the MX-5, the new Fiat Spider will, of course, share certain key components such as the wheelbase and chassis with its Mazda stablemate. However, another insider hinted that the 124 Spider’s styling will be more retro than the Mazda’s, with elements inspired by the Fiat 124 of the sixties.

Our exclusive images closely reflect this, with squared-off rear lights, a wide front grille and much more rounded headlamps than the MX-5. The extended flat rear deck is another cue taken from the 124.

Our source revealed that the new roadster will weigh in at less than 1,000kg, with a choice of “small affordable engines”. It’s likely to use the 1.4-litre MultiAir turbo from the Alfa Giulietta in a variety of tunes, while for the Abarth version the same engine

“Mazda and Fiat have agreed the MX-5 will take centre stage this year, the Fiat in 2016”

could be tuned to “200[bhp] without issue”. On top of the additional power, expect the Abarth to get stiffer suspension, more aggressive styling and bigger brakes.

Given that the basic MX-5 has just 129bhp and does 0-62mph in 8.9 seconds, a 200bhp-plus version could offer genuine Porsche Boxster-rivalling performance.

Our source also hinted that a lightweight, more affordable, Caterham 160-style model could be on the cards. This would have steel wheels and a “mechanically sensible” powertrain. It would be stripped of anything non-essential, though, with a focus on back-to-basics, rear-wheel-drive handling.

We can expect the new Fiat 124 Spider to make its debut early next year before going on sale in the summer of 2016.

Prices and specs will be confirmed nearer the time, but given the predicted power increases over the MX-5, we envisage a starting price of just over £20,000.



124 Spider to be

■ **EXCLUSIVE** Insider sheds more light on Mazda sister car – and it could

■ EXCLUSIVE IMAGES

Poblete





RETRO STYLING Use of famous name from the past means that Fiat will feature more retro-inspired styling than Mazda has used on the new MX-5

FIAT 124 SPIDER

Launched in the sixties, the 124 Spider was designed for Fiat by Pininfarina

e reborn on Fiat MX-5?

see famous badge return



POWER STRUGGLE One of the significant differences between Fiat and Mazda will be engines, with the Spider using turbocharged units

Evoking the spirit of the Barchetta two-seater

FIAT'S last attempt at a two-seater sports car was the Barchetta – launched in Europe in the mid-nineties. Barchetta means 'little boat' in Italian, and given its long overhangs and pointed nose, it's easy to see where Fiat got the inspiration.

Based on the front-wheel-drive Mk1 Punto, the Barchetta was great fun to drive. It featured a 128bhp 1.8-litre petrol engine capable of 0-62mph in 8.9 seconds and a 124mph top speed.

Although it was officially sold through Fiat dealers in the UK, it was never engineered for right-hand drive. Understandably, that limited its appeal over here, although you can now pick up used examples from just £1,500.

Barchetta was sold in nineties but came in left-hand drive only





Jonathan Burn

Jonathan_Burn@dennis.co.uk
@jonathan_burn

AE RENAULT is on the crossover offensive. Following the unveiling of the brand's new Nissan Qashqai rival, the Kadjar, bosses have announced that an even larger seven-seater designed to take on the X-Trail is currently under development. Expected to appear in 2017, the new Renault will also have to fend off the likes of the Hyundai Santa Fe and Skoda's forthcoming SUV for sales (see panel, opposite).

Our exclusive images show how the newcomer could look. Adopting the curvaceous lines and panels seen on the Kadjar and Captur, Renault's design DNA is evident in the full-length headlamps and grille arrangement dominating the front end.

Designed to sit above the Kadjar in the range, the yet-to-be-named large crossover is definitely on the way, but bosses were reluctant to spill the beans at this early stage. "It's too early to say just yet," said Jerome Stoll, executive vice president, chief performance officer at Renault.

"The Kadjar is part of a renewal plan; we're specialists in the multi-passenger vehicle – we invented it – and now we're moving into the crossover."

Attractive

Stoll continued: "I believe Renault for the past two years has been renewing the range with a number of products. We have much more attractive designs, and the new cars are now very successful."

As with the Kadjar, when it comes to developing the new crossover, Renault will take advantage of its alliance with Nissan. The recently introduced X-Trail is not only expected to be a main rival, but it'll also provide a large portion of the newcomer's mechanical underpinnings.

The CMF platform produced by the Renault-Nissan alliance already underpins a range of crossover models such as the Qashqai, Kadjar and X-Trail, and is expected to serve as a basis for Renault's seven-seater, too. That means the 130bhp 1.6-litre diesel offered in the X-Trail would fit nicely into place. As with its Japanese cousin, the seven-seat configuration is expected to be a cost option.

Although the likely 2017 launch for the crossover is some time away, Renault has several new models in the pipeline that'll keep it busy in the meantime. A hotter version of the quirky rear-engined Twingo city car is expected soon, along with a pick-up truck and a replacement for the Laguna saloon that will rival the Ford Mondeo and VW Passat.

EXCLUSIVE IMAGES

"Renault's design DNA is evident in the full-length headlamps and grille arrangement"



Renault's X-Tra

Exclusive images reveal new seven-seat crossover SUV to sit above Kadjar



Seven-seater crossover set to use large portion of latest X-Trail's underpinnings



"Seven-seater could adopt curvaceous lines and panels seen on new Kadjar (above)"



Milos Dvorak

il shapes up



WHAT IT HAS TO BEAT

Here are the SUV class leaders that Renault faces...



Hyundai Santa Fe Auto Express's reigning SUV of the Year, the Santa Fe offers outstanding value for money wrapped in a stylish and premium package.



Kia Sorento The Sorento shares a large proportion of its DNA with the Santa Fe – and the new-generation model looks and drives better than ever.



Land Rover Discovery Sport At the more premium end of the market sits the new Discovery Sport, with great off-road ability and advanced tech.



Nissan X-Trail The X-Trail will donate much of its DNA to Renault's new crossover. It looks good and drives well, and all for a competitive price, too.



Milos Dvorak

Skoda SUV Our exclusive image shows an all-new Skoda SUV which is due next year. The seven-seater will be the brand's first foray into this end of the SUV market.

Hyundai Tucson back as

Official sketch reveals ix35-replacing Qashqai rival for Geneva



Jack Rix
jack_rix@dennis.co.uk
@jack_rix

AE HYUNDAI is bringing the Tucson name back to the UK for the first time since 2009. The new car, which will be sold globally as the Tucson, will be revealed at the Geneva Motor Show in March before going on sale towards the end of the year, and this official sketch hints at how the compact SUV will look.

The all-new model replaces the six-year-old ix35, and looks set to offer a more athletic and aggressive exterior design. The Tucson's proportions have been exaggerated in this designer's sketch, but it's a great start for a car that will lock horns with the Nissan Qashqai, Kia Sportage and Mazda CX-5.

A low, sloping roofline, high waistline and a sharper, sportier stance than the current ix35 (below) are visible. There's also Hyundai's updated hexagonal grille, as seen on the facelifted i30. Despite this Range Rover Evoque-style profile, we expect the Tucson to maintain the same level of practicality that the outgoing ix35 offers, with a maximum boot capacity of 1,436 litres.

Peter Schreyer, president and chief design officer of Hyundai, said: "Our

new compact SUV will be a big step forward for the Hyundai brand globally."

Hyundai has very high hopes for the Tucson, especially considering it sold 26 per cent more ix35s than ever before in 2014, despite being the oldest model in the range. The new car, with its rakish design, will also play a crucial part in reshaping opinions of the company.

"We want to move the brand away from a rational purchase and towards an emotional purchase," said Tony Whitehorn, president of Hyundai UK. "And we want to do it quickly."

Despite predicted growth in the total UK market of just 0.6 per cent, Whitehorn is hoping for a seven per cent increase in Hyundai sales – for a record-breaking total of 88,000 cars – thanks to a raft of new models.

The new i20 has already been launched this month, the i20 Coupé follows in March along with the new i30 family (including the hot new 183bhp turbo version). A facelifted i40 then arrives in April – the same month the flagship £47,995, V6-powered Genesis saloon goes on sale in seven selected dealers across the UK.

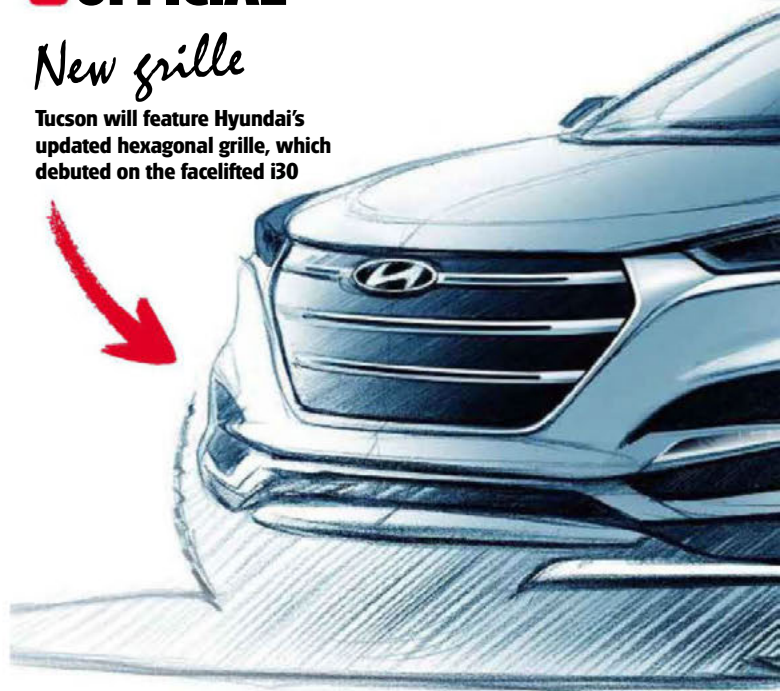
As Hyundai is using its big-bucks WRC campaign as leverage, expect more performance cars to start emerging in the coming months, too. And as a sign of its intent, the brand recently poached Albert Biermann, former VP of engineering at BMW M, to join its team.

ix35 has proven a sales hit, so new model is set to build on strong foundations

OFFICIAL

New grille

Tucson will feature Hyundai's updated hexagonal grille, which debuted on the facelifted i30



...And little brother has Juke in

A NISSAN Juke-rivalling little brother for the Tucson isn't far away, either.

A company insider told Auto Express: "We are looking at this very closely and with real interest. It's something we would like to do, but we have to consider if it is just

a fad. The beauty of Hyundai is that if something gets the green light, we can move quicker than others."

The brand has already shown what it's capable of with the unveil of the ix25 at the 2014 Beijing Motor Show, but this wouldn't be an option for

C-X75, Range Rover Sport's lead roles in new Bond film

JAGUAR Land Rover has confirmed its line-up of star cars for the next James Bond film, *Spectre*, due for release towards the end of this year. Topping the bill will be the C-X75 hypercar that'll go head-to-head in a "spectacular" car chase through Rome with 007's Aston Martin DB10.

Prepared by Williams Advanced Engineering, more than one C-X75 has been used for filming. It's the first time the car's been seen in any public role since the programme was shelved in December 2012.

The C-X75 is only one part of a product showcase by the marque's Special Vehicle Operations division, however. "Heavily

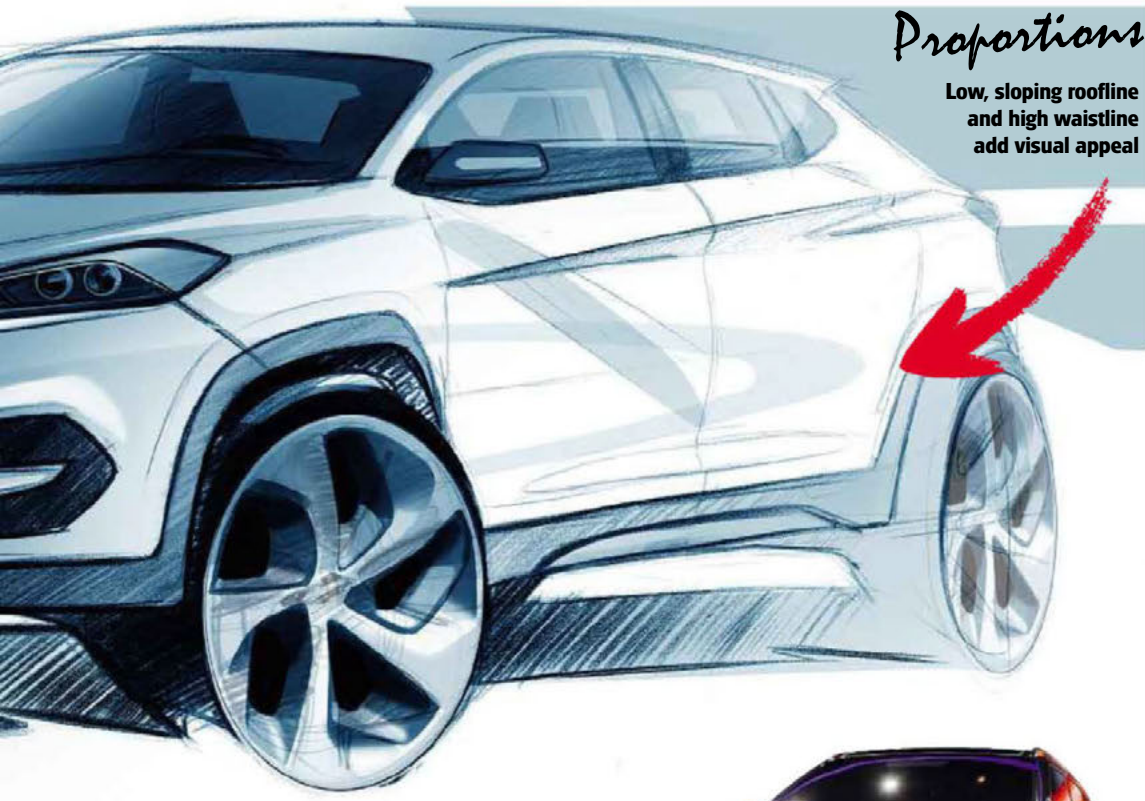
modified" versions of the Land Rover Defender and Range Rover Sport SVR will feature in scenes filmed in Austria – uprated to an extent that Land Rover is calling the Defender used in the film *Big Foot*. Special Vehicle Operations has fitted the cars with huge 37-inch off-road tyres, bespoke suspension systems and enhanced body protection.

Managing director John Edwards said: "This is an exciting partnership for Jaguar Land Rover, and an opportunity to demonstrate the fantastic capabilities of the team."



MOVIE STARS Jag C-X75 and "heavily modified" Range Rover Sport will join James Bond on big screen

sharper new SUV



its sights

Western Europe. "No, a B-SUV would not be based on the ix25," said the insider. "We liked some cues, but wouldn't take a production version."

Although the i20 is based on a new platform, our source added that any mini-SUV won't necessarily follow suit.

New Juke rival could take cues from ix25 revealed at Beijing last year



New Suzukis out of the shadows

SUZUKI is still playing its Geneva Motor Show cards close to its chest, having released these darkened teaser images of two new concepts it's set to reveal at the event in March. The iK-2 and i-M4 are our first hints at how the brand will achieve its target of launching six new models in the next three years.

But a spokesman was quick to distance the iK-2 from a planned Swift replacement when talking to Auto Express. The curvy car suggests a larger Ford Fiesta rival, confirming marketing boss Dale Wyatt's promise of a more practical, Nissan Note-style mini-MPV that "will answer the reasons not to buy a Swift".

Wyatt also claimed the car will be "raised up and not as dynamically wired as the Swift". The mini-MPV fits with the brand's ideology of having two new cars in each of the A, B and C segments – one "emotional" and the other "rational". At first glance, we estimate the i-M4 to be a long-awaited Jimny replacement, but the spokesman suggested this was an all-new model.

TEASERS



i-M4 (above) and i-K2 (below) will be revealed at Geneva show



news in brief



Fresh look for Kia's facelifted Picanto

AS Hyundai gears up to reveal its new Tucson at Geneva (left), sister brand Kia has revealed this picture (above) of its revised Picanto city car, which also stars at the show.

It gets new bumpers and a fresh 'tiger-nose' grille, plus new alloys. Inside are new materials, with extra chrome trim around the air vents and instrument binnacle, plus a revised centre console and several optional colour packs. A seven-inch infotainment touchscreen will be added to the options later this year.

The familiar 1.0-litre MPI three-cylinder engine is updated to meet Euro VI emissions rules, and bigger brake discs cut stopping distances. The Picanto will go on sale towards the end of March after its debut.



Sport Pack turns MINIs into JCWs

YOU can now give your standard MINI hatch the look of a JCW with a new Sport Pack. The option (above) brings bonnet stripes, 17-inch alloys and a JCW spoiler and aero kit, while sports suspension is included on all versions, except the entry-level One and One D.

Inside are new cloth or leather seats, a multifunction sports steering wheel and Anthracite headlining, plus JCW sill finishers and an upgraded light pack.

The Sport Pack also brings MINI's 'Excitement Pack' and adjustable driving modes. It costs £3,300 on top-spec models, but this rises to £4,500 on the basic One due to additional kit changes. MINI claims it'll boost residuals by up to 25 per cent across the range.

Top up with new additive, or eco diesels could come to a standstill



- **Warning about new AdBlue additive**
- **Cuts NOx emissions, but needs top-ups**

MIX IT UP Special additive should help make diesel engines cleaner, but will need to be topped up by dealers or car owners

Chris Ebbs
Chris_Ebbs@dennis.co.uk
@AE_Consumer

AE DRIVERS of diesels compliant with new Euro VI emissions standards could find themselves stranded at home or in the supermarket car park if they don't keep their vehicles topped up with a new additive.

As part of the stricter engine rules, which affected any new model after September 2014 and were applied to cars already on sale a year later, a solution called AdBlue is added to the exhaust gas of diesels to reduce harmful NOx emissions.

The solution – a mixture of water and urea – is kept in a separate tank in the car. If it needs topping up, a dash warning light will appear, and if drivers ignore this, the engine won't restart once it's turned off. On average, affected cars will warn drivers three times before refusing to start, although some will give longer and more regular warnings.

A number of models already use the AdBlue solution in their cars: the Peugeot 308; Audi A4, A5, A6 and other cars in the range; BMW's 1 Series, X1 and 3 Series; Citroen's C4 Cactus; and the Mercedes B, C and E-Class.

According to Peugeot, its cars' AdBlue tanks will need to be topped up every 12,500 miles, and for most drivers it'll be done as part of the model's servicing schedule. However, a spokesman told us this might not always be the case: "Depending upon driving style, for a small cost it can also be topped up at a Peugeot dealer while you wait." That cost is £9.99 for a 10-litre top-up.

"Our training material includes useful videos and bulletins, which clearly explain the AdBlue-based emissions reduction system and its implications for customer vehicles." When Euro VIb standards are

"As part of stricter engine rules, AdBlue is added to the exhaust gas of diesels to reduce harmful NOx emissions"

implemented, with even more stringent rules regarding emissions, AdBlue tanks are likely to be made smaller in a bid to save weight. This will also mean they'll need topping up on a more regular basis.

Confusion about AdBlue is an issue, according to Halfords product manager Gemma Billings: "Drivers can be forgiven for not knowing what AdBlue is, or whether their car has it on board, because it isn't highlighted in manufacturers' sales literature or by dealership staff selling the car."

She continued: "There's also no standard size or location for the tank that holds the AdBlue solution. Where to find the filler cap varies between manufacturers, too, making it difficult for customers to get to grips with."

While most drivers are expected to get their tanks filled by dealers, from April Halfords is set to sell four-litre packs of AdBlue for motorists to top up their tanks themselves.



AdBlue will be available on high street for DIY motorists to buy

Focus RS to bring host of AWD firsts

■ **OFFICIAL**



New 2.3-litre Focus RS features four-wheel drive

THE new Focus RS hot hatch was designed with four-wheel drive in mind, Ford has revealed.

Speaking to Auto Express, Raj Nair, vice president global vehicle development, told us that the car's clever all-wheel-drive system debuts a host of innovations for the brand. He said this was needed to cope with the high power level of the 2.3-litre four-cylinder EcoBoost turbo.

"Cost didn't come into it," explained Nair. "It wasn't a case of engineers vs accountants; we wanted to make an affordable performance vehicle with the best technology possible. It needs to be a percentage above an ST. That's what an RS should be about."

The first major innovation is the hottest Focus's electronically controlled, twin-clutch, 4WD system. Essentially, this allows up to 70 per cent of power to be sent to the rear, with as much as 100 per cent of that driving torque sent to one wheel. "You get great steering response but incredible pull out of the corner – and we can use the torque vectoring to keep the car stable all the way through a bend," added Nair.



GROUNDBREAKING

Hot Focus's all-wheel drive debuts a host of innovations for Ford, says development boss Nair

'Real-world' emissions testing on the way

EUROPE is set to become the first place in the world where car makers are forced to carry out 'real-world' emissions tests.

Regulations are expected to be introduced by 2017 to ensure all new vehicles are tested to reveal what emissions – and thus what

economy – they're likely to achieve when driving on roads and in traffic, not in ideal lab-like conditions. The tests are designed to enforce a limit of 80mg/km of nitrogen oxide – a level currently met by only one car in 16, according to researchers.





I want low interest
without looking
less interesting.

#SR7

11:19 AM



NEW SR7 RANGE



THE NEW KIA RIO SR7

4.9% APR
REPRESENTATIVE

WITH £350 DEPOSIT CONTRIBUTION
ON PERSONAL CONTRACT PURCHASE



The Power to Surprise



You make us make better cars, like the New Rio 'SR7' Special edition. You want tons of amazing features as standard and you want a car that is anything but standard all for just £10,845 including £1,000 customer saving. You're so demanding, luckily so are we.

Fuel consumption figures in mpg (l/100km) for the New Kia Rio 3 - dr 'SR7' Special edition are: Urban 44.8 (6.3), Extra Urban 67.3 (4.2), Combined 56.5 (5.0). CO₂ emissions are 115g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Rio 3-dr 'SR7' Special edition 1.25 84bhp 5-speed manual @ £10,845 including £1,000 customer saving. Non offer price £11,845. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 and 37 month terms. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.

White-hot new Civic Type R

Honda reveals more details on new 280bhp-plus hot hatch



Jack Rix
jack_rix@dennis.co.uk
@jack_rix

AE DESPITE displaying a concept at the Paris Motor Show in September, Honda still isn't ready to fully reveal its production-ready Civic Type R – but it's getting tantalisingly close. Ahead of its world debut at the Geneva Motor Show in March, the brand has released three detail pictures and new information, while our main image shows how the production car could look.

Most striking of all is the Type R's claimed top speed of 167mph – just 7mph behind the new four-wheel-drive, 362bhp Audi RS3 and 2mph faster than the old 345bhp Ford Focus RS500.

The eye-popping top speed is down to the Civic's clever aerodynamic package, which uses a flat underbody, rear diffuser, big rear wing, front splitter and carefully shaped side skirts to balance downforce with drag and boost high-speed stability.

Also confirmed are specifically designed Brembo brakes that use four-piston calipers to grab 350mm drilled discs at the front. These sit behind the unique 19-inch wheels (right). The production car also has a tweaked front end, featuring round foglights and larger intakes to help the new 2.0-litre VTEC turbo engine's heat management.

The new instrument cluster has been revealed, too, displaying a rev counter that reads up to 8,000rpm and a +R button left of the dials. This will sharpen throttle response, turn up the exhaust volume and add weight to the steering.

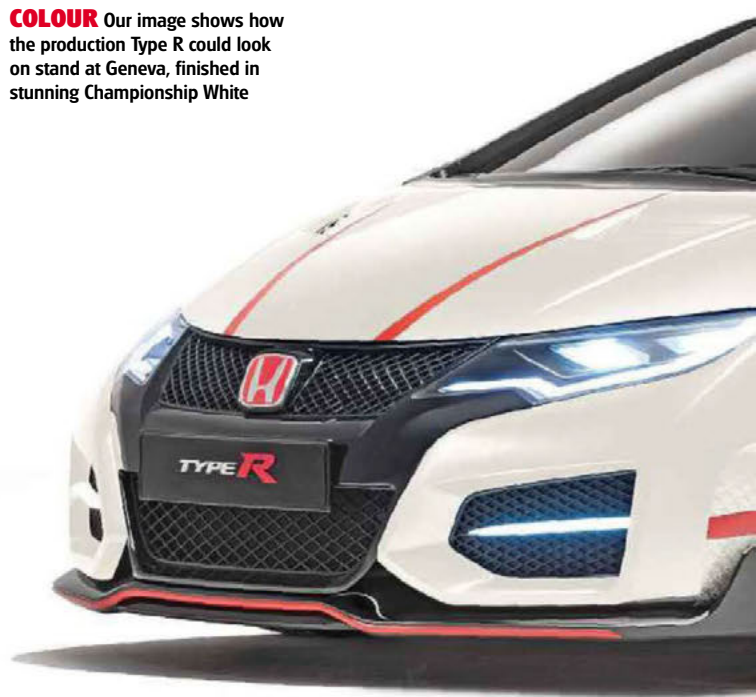
The car on display in Geneva will be finished in Championship White

paint – previewed in our main image and a colour synonymous with Type Rs of the past. But that's where Honda's nostalgia ends. The new car will be on a different performance level to its predecessors, sending over 280bhp through a six-speed manual box to the front tyres to take it from 0-62mph in around six seconds.

It's no secret that Honda is targeting the Nürburgring front-wheel-drive lap record, currently held by the Renaultsport Mégane Trophy R (tested on Page 90). So, helping it rip around corners is a new steer-axis suspension system to keep things stable and quell torque steer, while adaptive dampers will improve on-road usability.

Honda claims 100 UK orders have already been placed, with each customer paying a £3,000 deposit. When deliveries start in the summer, prices are expected to kick off from just under £30,000 – putting the car squarely in line with Ford's new 316bhp, four-wheel-drive Focus RS.

COLOUR Our image shows how the production Type R could look on stand at Geneva, finished in stunning Championship White



OFFICIAL

Latest detail shots show Type R gets unique Brembo brakes and stylish dials, with a rev counter reading up to 8,000rpm



Hybrid MINI takes its first steps

OUR spies have already caught MINI's next-generation Countryman testing late last year, but these latest shots reveal a more interesting secret.

Buried among the vivid yellow camouflage wrapping is a sticker reading 'Hybrid Test Vehicle'. It's our clearest proof yet that the brand is readying plug-in hybrid tech for the next Countryman – and means the crossover will be the first MINI to go hybrid.

A MINI insider hinted to Auto Express that the big MINI will feature the same set-up as the BMW i8 supercar, which comprises a 1.5-litre, three-cylinder petrol engine linked to an electric motor and lithium-ion batteries.

We already know the second-generation Countryman will sit on



BMW's UKL1 platform. This underpins three and five-door versions of the MINI hatch, the BMW 2 Series Active Tourer and the forthcoming MINI Clubman.

In line with the MINI five-door and new Clubman estate, the Countryman is set to grow. As our spy shots show,

the new Countryman has larger front and rear overhangs and a larger passenger compartment, hinting at more room inside. It's set to arrive next year, with the plug-in hybrid version offered alongside conventional turbocharged petrol and diesel engines.

Spies caught disguised Countryman being tested, and sticker reveals it's the first hybrid MINI



SPIED

...e R to hit 167mph



news in brief



First look at new QX30 crossover

INFINITI will launch its BMW X1-rivalling QX30 concept at March's Geneva Motor Show. This teaser image (above) is our first look at the raised-up crossover that's based on the Q30 hatchback.

Due in mid-2016, the QX30 will get a coupé-like profile with a high driving position. It'll be built on the Mercedes MFA platform that underpins the latest A-Class, and will also use the German brand's 2.0-litre petrol and diesel engines.

High-spec Hyundai i10 is a hit for kit

HYUNDAI has added a new top-spec Premium SE trim to its i10 line-up. Prices start at £11,995 for the manual car or £12,650 for the auto, and all get 15-inch alloys, an electric sunroof, keyless go, rear parking sensors and climate control, plus heated front seats and steering wheel.

In addition, SE-spec i10s and above now get a space-saver spare wheel, while the Connectivity Pack – comprising Bluetooth with voice recognition, steering wheel audio controls and rear speakers – can be added for £175 extra.

PAGE 100: Latest on our i10

Kia's 500X rival for Chicago show bow

KIA has confirmed that it'll use this week's Chicago Motor Show to debut a new Trail'ster e-AWD concept car – a small electric SUV based on the Soul supermini.

Details are scarce, but teaser images point to a stylish, go-anywhere model that could signal a crossover version of the Soul EV, and hint at a rival for cars such as the Fiat 500X. Kia says the Trail'ster will get a fully retractable fabric roof and rear-mounted electric AWD.



"The production car also has a tweaked front end, featuring round foglights and larger intakes to help with the new 2.0-litre VTEC turbo engine's heat management"



Automeia

Keyless hackers spike London car theft by 8%

CAR theft in London last year rose by eight per cent on 2013's figures, with keyless entry systems on vehicles increasingly targeted, the Metropolitan Police has revealed.

More than 6,000 cars and vans were stolen by criminals without possession of the owners' keys in the capital in 2014 – an average of 17 a day – making up around 42 per cent of the total thefts. Vans are the number one target, with the Ford Transit, Ford Transit Connect and Mercedes Sprinter models the most commonly taken. BMWs and Land Rovers are also popular.

Gangs use devices purchased online to bypass or hack into onboard electronic ignition systems, although sometimes they just tow vehicles away.

The Met said it has evidence that the stolen cars are driven to the Home Counties, where they're stripped before being shipped abroad.

Inside's out on all-new Superb

■ **Classy cabin for new Skoda**
■ **Unveiled at the Geneva show**



James Batchelor
james_batchelor@dennis.co.uk
@JRBatchelor

AE SKODA has revealed the interior of its new Superb. And unsurprisingly, the company has played it pretty safe with its range-topping model.

The dashboard is an upscaled version of the Octavia's, sharing key styling themes in an evolutionary – rather than revolutionary – approach.

Several horizontal lines are used to exaggerate the feeling of space, while the air vents, large touchscreen and ventilation controls are all shared.

However, Superb passengers will be able to control the infotainment system via iPad, plus the car will support Apple CarPlay and, eventually, wireless phone charging.

With supple leathers and soft-touch plastics, the Superb is likely to match sister brand Volkswagen's Passat for quality. But unlike the VW, the Superb will not feature the Passat's clever 12.3-inch 'virtual cockpit', relying on analogue dials instead.

While not pictured, rear legroom will be vast – Skoda claims it's double that of Vauxhall's Insignia – and each front door will come with a small umbrella.

The Superb will debut at the Geneva Motor Show in March before going on sale in the summer. An estate follows early next year.

"It shares key themes with the Octavia in an evolutionary approach"

■ **OFFICIAL**



HI-TECH CABIN

Occupants can control infotainment by iPad; Apple CarPlay will be supported



SHARPER STYLE Official design sketches show new Superb will have a more dynamic look, clearly influenced by the Vision C concept unveiled at Geneva show last year

■ **OFFICIAL**



Racy Golf R-Line revealed

Sportier styling cues and extra kit for racy new Golf hatch

THE Volkswagen Golf range has just got sportier, thanks to the addition of a top-spec R-Line trim level. Bringing styling upgrades and extra equipment over GT specification, it starts at £24,190 for the 148bhp 1.4 TSI.

For the extra £995 over the equivalent GT model, the Golf R-Line bridges the gap between the standard hatch and the hot GTI and R by adding a sportier grille, larger air intake plus a new foglight and bumper design. It also benefits from larger side skirts and 17-inch Singapore alloy wheels.

At the rear there's a new bumper with built-in diffuser, while a larger back spoiler also features. Additions

to the cabin maintain the more sporting theme, with stainless-steel pedals and sill inserts, R-Line-embossed front sport seats and a black roof lining. Completing the upgrades are a leather gearknob and sports steering wheel.

R-Line specification is available with only two engines from the Golf range: the 1.4 TSI petrol with cylinder deactivation, or the 148bhp 2.0 TDI for an extra £505. A six-speed manual gearbox is standard on both, with a seven-ratio DSG auto optional on the petrol and a six-speed DSG on the diesel. Order books are open now, and deliveries will start in March.

HORSEPOWER TO THE PEOPLE.



Drivers of Britain, seize power. The thrilling MINI 5-door and 3-door Hatch offer everyone the chance to seize a TwinPower Turbo engine, with monthly rentals from £219 or £215 respectively (plus initial rental*). Power is no longer just for the wealthy.

Official Fuel Economy Figures for the MINI Hatch Range: Urban 36.7-72.4 mpg (7.7-3.9 l/100km). CO₂ Emissions 136-89 g/km. Figures may vary depending on driving style and conditions. at £1,150 and MINI tlc service cover at £349, (up to 50,000 miles, or the length of your agreement, whichever comes first), 16" Victory Spoke alloy wheels in silver at £520 and Visual Boost Radio at £200 with a contract mileage of 40,000 miles and registered by 30 June 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or extended at any time. Hire provided by MINI

Cops hit heights to look

- **Police using HGV cabs to spot motoring offences**
- **Scheme to be rolled out nationwide in March**

AE Ray Massey

DRIVERS face a new stealth 'spy in the cab' offensive by police, using a secret unmarked lorry to catch those who text and phone at the wheel or commit other traffic offences.

Thousands of drivers are expected to be prosecuted when it starts patrolling the nation's motorways and major A-roads in the spring – with a police driver and an officer armed with a video camera sitting high above the traffic on the look-out for offenders.

A support team of two police motorcyclists and a marked police car in constant touch with the undercover lorry will drive nearby to help gather evidence against motorists committing offences. These include texting or phoning while driving, speeding, lane hogging, drink or drug driving, driving without care or failing to wear a seatbelt.

Police in the lorry will contact the support team to stop and deal with the errant drivers with words of advice, driver education courses, fixed penalty notices or summons to court. Foreign vehicle drivers will be dealt with through the fixed penalty scheme.

The decision to go national with the scheme from 30 March follows a three-month trial between February and April last year in five police areas headed by Surrey, and including Hampshire, Sussex, Thames Valley and Warwickshire, in conjunction with the Highways Agency.

From this year, it'll cover England's major motorways and strategic roads,

OFFICIAL



"Thousands of drivers are expected to be prosecuted when the 'stealth by cab' offensive starts patrolling the nation's motorways and major A-roads in the spring"

used daily by more than four million drivers. The aim is to tackle on-the-move offenders whom conventional static speed cameras simply can't spot.

The Highways Agency has paid MAN Trucks for the hire of the unmarked heavy goods vehicle lorry cab, which will be rotated between the 45 police

forces in England. Officers will use the cab as a mobile observation platform to look into vehicles which are usually too high to view from the ground.

A Highways Agency spokesman said: "The aim of extending the project to a national initiative is not revenue generation but to improve driver

Ferrari opens up to reveal all on new turb

OFFICIAL



Influence of 458 Italia is clear, but cabin is subtly revised on new 488 GTB



IN Issue 1,356, Ferrari revealed its new turbocharged 458 replacement – the 488 GTB. But until now, we had no images of the updated interior and could only speculate on the driver-focused design.

At first glance it's similar to the outgoing 458 Italia, but closer inspection reveals subtle changes. The fresh dashboard architecture has new air vents and the controls for the infotainment, lights and wipers have been rearranged around the steering wheel.

As before, Ferrari has opted for a series of gearbox buttons rather than a conventional gearlever – but now, as on the new California T, they're arranged in a line rather than grouped together on the centre console. The climate controls

Down on drivers

NEED TO KNOW

"The national scheme will initially run for a year with an option to extend it for a further 12 months"



Results

During the pilot scheme, police stopped 436 vehicles and detected 462 offences including...

- 179 mobile phone offences
- 126 seatbelt offences
- 68 not being in proper control of vehicle
- 18 driving without due care and attention
- 17 speeding
- 15 defects on vehicles
- 8 stopping on hard shoulder
- 7 other offences
- 5 using the motorway verge
- 5 having no insurance
- 4 trailers being driven in offside lane
- 3 dangerous or insecure loads
- 2 drivers' hours offences
- 2 overweight vehicles
- 1 contravening motorway lane restrictions
- 1 contravening red traffic lights
- 1 driving on hard shoulder



behaviour." Last year's trial – which was codenamed Operation Tramline – led to the detection of 462 offences, including evidence of a driver brushing his teeth while at the wheel, another reading a newspaper in slow-moving traffic and another drinking from a beer can. Professor Stephen Glaister, director

of the RAC Foundation, said: "This is less an eye in the sky and more surveillance six-feet up. Rooting out bad and anti-social behaviour is important."

He continued: "Now motorists who are tempted to break the law are likely to have traffic officers peering right over their shoulders."

o 488 GTB

are unchanged from the outgoing 458. The seats also get an update, with a rounded front edge and trimmed in a mixture of leather and suede.

Powered by a new 3.9-litre twin-turbo V8, the 488 GTB ditches the 458's naturally aspirated 4.5-litre V8, but gets a 99bhp power boost to 661bhp and an extra 220Nm of torque for a total of 760Nm. It promises to be the fastest mid-engined V8 Ferrari ever, eclipsing even the track-focused 458 Speciale around Ferrari's Fiorano test circuit.

You'll be able to spot one from the outside thanks to its dual-pipe arrangement and bigger diffuser at the rear, double air intakes in the flanks and shaper front-end styling. The 488 GTB will debut at March's Geneva show.

SPIED



Revised Evora warms up for show

LOTUS hasn't appeared at the Geneva Motor Show for the last three years, but a heavily updated version of the Evora will mark its return. Spied in full body camouflage, the 2+2 sports car is expected to receive a boost in power and a significant weight reduction, plus will offer lower running costs.

There will be modest exterior updates, too. The wide-mouthed front bumper is now flanked by two new air intakes, while the headlamps will be tweaked.

PAGE 36: Exige auto driven



Mat
Watson

Mat.Watson@dennis.co.uk
@mat_watson



AT autoexpress.co.uk/videos, you can see why we love cheap-to-run performance cars, as we rate Ford's new 182bhp, 67mpg Focus ST. Plus, we drive the Tesla Model S from LA to Phoenix for next to nothing.

Ford Focus ST diesel review



WHILE Volkswagen's been offering a hot diesel Golf for years, in the shape of the GTD, it's taken until now for Ford to see the commercial value of such a car. Has switching from petrol to diesel power taken the sting out of the ST's tail? With a 182bhp 2.0 TDCi claiming 0-62mph in 8.1 seconds, it seems not, but our video reveals the full story.

US road trip in a Tesla Model S



THERE is no question that the Tesla Model S is a great car. But how viable is it for long-distance use? To find out, editor-in-chief Steve Fowler drove one from LA to Phoenix – and he also saw how much more advanced the charging infrastructure is in the States.

You can watch any of our videos on your phone. Simply scan this QR code.



THE NEW ŠKODA FABIA AHEAD BY DESIGN

THE ALL-NEW ŠKODA FABIA IS LOOKING SHARPER THAN EVER BEFORE.
THE BRAND'S DESIGN BOSS JOZEF KABAN EXPLAINS HIS STYLISH CREATION

THE new ŠKODA Fabia is winning many friends on account of its great value for money, superb practicality and fine build quality. But it's the classy design which is arguably the standout feature, as it pulls off the clever trick of being true to the Fabia's heritage while ushering in an attractive new look.

The man responsible for the transformation is ŠKODA design chief Jozef Kaban, and we spoke to him about the challenges involved in creating such an appealing, yet entirely functional, car.

Kaban is one of the more interesting designers working in the car industry at present – a Slovak who was sponsored through the Royal College Of Art design course in London. He has a real understanding of what the ŠKODA brand stands for, and passionately believes value-for-money cars can look good, too.

One advantage Kaban had when starting work on the all-new Fabia was a very clear vision from ŠKODA boss Dr Winfried Vahland over what was wanted. Vahland said: "I was amazed by the proportions of the Fabia RS racing car – the proportions were so strong. It was flat, it was wide, it was powerful. So I said I want a very sporty-looking Fabia, a car that attracts young people and keeps our elder customers."

So the challenge was clear, but Kaban knew that executing it would be a fine balancing act. He picks up the story. "We had a strong discussion about what we could do," he says. "This is the third generation, and for us the Fabia is very important. In the first and second generation we sold over three-and-a-half million cars – a huge number.

Different

"So we know many people are big fans and waiting for this model with huge expectation. But for the first and second-generation model, the Fabia was the entry point to the brand. We now have the Citigo which is doing this job. For the Fabia, there was the potential to do something in a different way. You could theoretically do something which is more than only continuing what you did [before].

"We wanted to keep the genetics of the Fabia, keep the genetics of new ŠKODAs, but use the opportunity to make the car a little more sporty, give it a slightly different look. We used the Vision C as a base to give the car a bit more character."

The Vision C was, of course, the dramatic 2014 Geneva Motor Show concept that previewed the future of ŠKODA design. Its influence is clear, with the Fabia's angular flourishes, contoured bonnet and chrome-rimmed grille all recognisable from the show car.

The sportier flavour was achieved by increasing the width (by 90mm) and reducing the height (by 30mm) to give it a much more purposeful, squat stance than its predecessor. It's the most dynamic-looking Fabia yet, and with the Colour Concept option – which allows you to jazz up your paintwork by adding a contrasting silver or white finish to the roof and pillars – this really is a ŠKODA that stands out on the road.

But critically, this funky new attitude and style had to be allied to substance. Continues Kaban: "Functionally, we made it even stronger. This is

CABIN

New model blends excellent build quality with practical touches and some cutting-edge tech, including the pioneering MirrorLink set-up



STYLING

Fabia is sharper and more angular than before, but familiar ŠKODA styling cues such as the 'C'-shaped tail-lights are retained



INSPIRATION

Vision C concept was unveiled by ŠKODA at the 2014 Geneva Motor Show, and has paved the way for an exciting new era of design



something that is very important, because when you are buying a car, not everyone does so because they want to be excited. They are not designers or experts in aesthetics, but pragmatically they need the best car for their needs and for us, it was important that the Fabia stayed, as it has been, the best choice [here]."

And Kaban believes he has succeeded in his mission. "Now, from the aesthetic point of view, there is almost a chameleon look, from the normal elegant appearance to the very provocative colour combinations – a very expressive look," he explains.

While Kaban is delighted with the stylish exterior, he bubbles over with excitement when talking about some of the interior advances. MirrorLink – the feature that allows your Android smartphone screen to be replicated on the central display – will, he feels, be a big hit with young buyers. "They will appreciate this, because they can have all their world, new technologies, right in front of them," he says.

It's this ability to personalise that he feels is key to car design in 2015. He rationalises: "You give people the chance to make a closer connection to their car. Imagine your iPhone – when you buy it, it is sterile. But once you have your stuff on it, it becomes the most private thing you can imagine. This is what we want, that the car can become a bit of you." But

“We wanted to keep the genetics of the Fabia, but use the opportunity to make the car a little more sporty”

JOZEF KABAN CHIEF OF EXTERIOR DESIGN, ŠKODA



“Functionally, we made the Fabia even stronger. This is something that is very important.”

JOZEF KABAN

all this must be done without compromising ŠKODA's core values. Says Kaban: “When I came to ŠKODA, I had big ideas about the way the brand should develop. But it is so healthy, you have to do it with sensitivity. You don't want to lose this pragmatic car. You don't want to do just a design-led car.”

Vahland believes Kaban has got the balance just right on the new Fabia. His verdict? “For me, it is a complete ŠKODA – functionality, practicality, roominess and a good design.”



ŠKODA



For more go to autoexpress.co.uk/skoda-fabia

www.autoexpress.co.uk



Graeme Scott could not believe reason given for blown ECU



Chris Ebbs

Sheer number of claims for pothole damage reveals extent of crisis

AE IF you ever needed proof of just how bad conditions are on Britain's roads, one of this week's stories (below) paints a rather worrying picture.

We all know that potholes have become a major problem in this country, but for drivers to be applying for compensation claims every 11 minutes is a damning indictment of the kind of disrepair that our roads have fallen into.

What's more concerning about the data is that less than a quarter of the claims were successful. Having dealt with some Watchdog cases where drivers have struggled when arguing a case against councils, it is easy to understand why so few complaints result in a positive outcome.

Often the council will hide behind excuses as to why it isn't its fault there's a huge pothole on the road that has damaged someone's wheel or suspension. Whether it's the fact that it has only been a certain amount of time since it was reported, or that a cone has been put down to warn drivers – and has subsequently disappeared – this is all done to dodge blame.

It's all very frustrating for drivers who end up hundreds – or sometimes thousands – of pounds out of pocket.

The Government recently announced a £6billion fund for fixing potholes, but if you ask me it all feels a little too late, and merely a good news headline to try to get people onside at Election time.

Chris_Ebbs@dennis.co.uk
@AE_Consumer

“Government's £6bn fund for fixing potholes all feels a little too late”

Frozen wipers blow ECU on reader's Civic

■ CASE STUDY Owner left stunned at £1,600 bill because he activated wipers in frosty weather

AE Joe Finnerty

COLD weather can cause a whole string of problems for cars, with frozen windscreens, dead batteries and icy roads all posing a danger to drivers.

What you wouldn't expect is a £1,600 repair bill for a blown Electronic Control Unit (ECU). Yet that's what Graeme Scott, from Banchory, Aberdeenshire, faced after trying to switch on his 2006 Honda Civic.

After turning the key in the ignition, the hatchback wouldn't start, but flagged up its engine management light. Graeme got it to a local garage, which said it was a glow plug fault.

He then booked the car into Honda's Macrae and Dick dealer in Aberdeen for a more detailed diagnosis. After several weeks, Graeme was told it was a blown ECU. This had been caused by the window wipers being frozen to the screen and unable to move when the car was switched on. This in turn created a voltage spike which damaged the ECU. Graeme said: “It is unacceptable. It's

costing £1,600 simply because the wipers were on in frosty weather.”

A quick search online revealed Graeme wasn't the only one to have had this problem on his Civic. Other owners were reporting the same failure.

We contacted Honda, feeling that as it was a known issue, the firm should be contributing to Graeme's £1,600 bill.

A spokeswoman said: “When a vehicle is out of warranty, and has been serviced outside of the Honda network, it is hard to offer goodwill gestures as we do not know the full history of the vehicle.

“The vehicle in this instance is five-and-a-half years out of warranty and has not been seen by a Honda dealer since 2012. As a company, we pride ourselves on exceptional customer service, and would like to reduce Mr Scott's ECU bill to £500 plus VAT and labour.”

Graeme was delighted. He added: That's brilliant news – I can only thank Auto Express for all its help. It's far beyond what I expected.”

Extent of pothole claims revealed

A COMPENSATION claim for pothole damage was made every 11 minutes by motorists in Great Britain last year, council figures reveal.

Almost 50,000 drivers lodged claims in 2013/14, with local councils shelling out £3.2million, says the RAC Foundation. Less than a quarter of the 48,664 claims were approved, though. This dropped to 18 per cent in Wales.

The number of claims in 2013/14 was up on the previous year, yet the average payout for a successful claim was down from £357 to £286.

Surrey received the highest number of claims – 3,912 – but only approved 20 per cent, paying out £250,289. Second was Essex with 2,548, but it signed off on less than four per cent.



■ ADVICE What should you do if it happens to you?

IF you own a Civic of this age, you should be aware of this potential problem. The best advice is to turn the auto wiper function off to avoid the wipers trying to start if they're frozen. Alternatively, remember to check the wipers aren't frozen before switching the engine on to avoid a potentially hefty repair bill.

Owner irate at bill for replacement TT

■ **30,000-mile Audi finally fixed, but owner wants new car**



AE Chris Ebbs

IF you've had trouble with a car, but covered quite a high mileage, should you pay towards a replacement?

David Robinson, from Salisbury, Wilts, doesn't think so. He felt there was something severely wrong with the ride and the handling of his Audi TT Black Edition.

"I took out another car and it felt fine," he said. Despite regular complaints to his dealer, it was 13,000 miles before the garage found the suspension clamps had been left on the vehicle.

The gearbox wasn't lined up with the transfer box, either, which had caused damage to components.

A number of other parts were fixed over more visits and by the time Audi said it was fully repaired, David had done 30,000 miles. He'd lost faith in the TT, though, and wanted a replacement, but the dealer said he'd have to pay.

"The customer care has been appalling," David said. An Audi spokesman told us: "As his car has covered a considerable mileage and it is now in sound working order, we believe that it is fair and reasonable to request a financial contribution."

Faults on TT were finally repaired, but Audi wanted contribution for new car



DRIVING DOCTOR Paul Ripley
www.drd.uk.com @drpaulripley

■ **MANY drivers enjoy helping others and feel a sense of satisfaction when doing so. However, a helpful gesture could involve you inadvertently causing a pedestrian fatality at a crossing.**

If someone is waiting at a crossing, never wave them across. Let them decide if it's safe. If you gesture a pedestrian across, you may be liable for being partly responsible if they're hit on the crossing by a vehicle which hasn't stopped.

TOP TIP: Don't tell pedestrians to cross. Let them take responsibility themselves.

■ COPS SOUND TYRE ALERT

POLICE figures reveal that 86 per cent of cars involved in UK road accidents have incorrect tyre pressures.

In addition, Sussex Police force found 73 per cent of all cars it had checked recorded pressures outside its tolerance of 5psi against recommended pressures from manufacturer handbooks.

And it's not just a safety issue. Tyres that are under-inflated by just 20 per cent – 4 to 6psi – are likely to see their lifespan cut, as well as a drop in fuel economy.



Inbox What do you think?

Contact **Joe Finnerty**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

■ SPIED



Readers are still to be convinced next Ka is right move for Ford

HOT TOPIC New Ford Ka spied

FROM: CarGeek IT'S really sad to see the rapid decline of Ford's products. It's like the company has given up. How can it be so difficult for Ford to succeed? A few years ago, almost all its cars were near the top of their respective classes or way beyond rivals, but now it is churning out some of the least desirable cars on the market – just look at the EcoSport. This One Ford programme is not working. It was a good experiment by all means, but it's only proven that you cannot cater for every market with one car. Global needs differ so greatly that it just leads to compromise in each market.

Join the debate at www.autoexpress.co.uk

■ "This could be a Micra or anything. The original nineties Ka was funky and jaw dropping. Ford should do that again." **sirwiggum**

■ "Ford needs a low-cost model to compete with the bottom of the market. If it's from £6,995, it could be a winner." **John P**

■ "Such a shame the Ka name has been diluted down to be worn on such a depressingly sterile looking model." **Chris**

Infotainment screens need dimming down

FROM: Jim Heaton I'VE read with interest the ongoing debate over daytime running lights and dipped headlights. I have also noticed many cars now with infotainment screens which are very bright. Surely this is a distraction when night driving? I learned to drive in cars where you could dim the dashboard lights to help you see clearly.

Not all dealers are hard to reason with

FROM: Rod Harbottle THE problems readers have trying to get their cars sorted under warranty by main dealers make for depressing reading. I recently bought a used car and when it had a fault, the garage accepted liability with no fuss and even authorised a local dealer to do the work. There are some excellent dealers out there after all!

Driving while banned should mean prison

FROM: John Jones IT'S time for legislation to instruct judges on serious motoring offences like driving while disqualified. Even 'short sharp shock' sentences of 14 days might make many offenders think twice. It shouldn't be a grey area – you're either driving while your licence is suspended, or you're not.

Peugeot out of line on steering wheel

FROM: Ron Morgan WHY has Peugeot started to put the steering wheel in such a position on some of their small models that it partially obscures the instrument panel, so the average driver cannot easily see? This is positively dangerous and it should be redesigned. Come on, Peugeot – sort it out.

■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers

Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade
Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems

Financial Ombudsman:
0800 023 4567

Safety concerns/recalls

Vehicle and Operator
Services Agency (VOSA):
0117 954 3300





Mike Rutherford
mail@autoexpress.co.uk

AE WHAT do hugely experienced police officers get up to after they've been in 'the job' for 30 years, then exercise their right to take early retirement? Some sit back, put their feet up, watch the sunset and enjoy their not unreasonable pensions.

But for two close and highly respected Metropolitan Police colleagues, Chief Inspector Nigel Walsh and Sergeant Alan Kitchener, retiring (aged around 50) from Scotland Yard enabled them to give birth to XCOPS, which describes itself as more than just a driving school.

We went along to see what makes it stand out against standard driving schools, and find out just what they thought of our own driving standards. "Much like ex-military personnel, police officers on retirement can find themselves slightly limited when looking for a follow-on career," explains Alan.

"Security work, witness statement taking or accident investigation seems to be the norm. But Nigel and I looked at the skills and attributes we had gained, before concluding that the role of driving instructor fits the bill for both us."

Apart from having the legal formal qualifications to offer driving lessons or specialist sessions to members of the public, these guys are good – perhaps even at their very best – in a crisis.

"Nigel served as an advanced police driver. We worked together for many years managing major incidents such as sieges, terrorist incidents, rail crashes, riots and demonstrations," says Alan.

"I had responsibility for controlling vehicle pursuits and ensuring they complied with strict ACPO guidelines... before being concluded safely, of course. It's fair to say that during this part of my career, I learnt a thing or two about drivers, driving, vehicles on the ground and, come to that, pursuit helicopters above."

So when the two officers recently 'retired' at around the same time, it was inevitable that they'd establish and co-direct XCOPS. Because it's still early days, the company only operates in southern England. But, via franchisee



WHAT'S ON OFFER ON THE XCOPS PROGRAMME

- Hourly lessons from £20.50 to £23, depending on age of pupils and number of lessons booked.
- Two free lessons for new drivers who pay for several in advance.
- A promise to pay for an XCOP pupil's second test if he or she fails the first.
- Mock tests for learners, plus drivers who qualified years ago but wonder if they'd pass again today.
- Mock test 'parties' for those who think they are better behind the wheel than their friends. The winner receives a coveted 'Best Driver' certificate from XCOPS.
- 'Welcome back to the road' sessions for qualified motorists who haven't driven for a while.
- Country lane driving sessions – including potentially life-saving tips on how to avoid oncoming vehicles travelling at high speeds.
- Personal security sessions – for drivers and their passengers – when they're on the road, parking up or breaking down in remote areas.
- Formal or informal appraisal sessions (not mock tests or retests) for existing drivers in their own or XCOP-supplied cars.



TAUGHT BY THE FUZZ

TWO FORMER POLICE OFFICERS ARE USING SKILLS THEY PICKED UP AS COPS TO TEACH LEARNER DRIVERS. WE WENT ALONG TO SEE HOW DIFFERENT THEIR DRIVING SCHOOL REALLY IS

HELPING HAND

Former officer Kitchener will dispense advice from passenger seat during lessons



MIKE RUTHERFORD

Auto Express columnist has been driving for many years but is always keen to see how skills can be improved

ALAN KITCHENER

Former Sergeant had responsibility for controlling vehicle pursuits and ensuring they adhered to guidelines

NIGEL WALSH

Ex-Chief Inspector served as an advanced driver during his time with the Met and is keen to pass on advice

“The guys have the formal qualifications to teach learners, and are perhaps at their very best in a crisis”



Pete Gibson



opportunities it's offering nationwide, it has exciting plans to serve drivers, young and old, across Britain.

"One of our unique selling points from day one was that only current or retired police officers can be XCOPS instructors," Kitchener continues.

"As far as we're aware, we're the only school in the country with such a USP. What customers get when choosing an XCOPS instructor is someone who is reliable, very experienced, extensively and professionally trained, calm under pressure, able to communicate at all levels – and in possession of a much needed healthy sense of humour.

"Feedback from pupils and parents of younger drivers underlined that it's these qualities they're looking for when choosing instructors for themselves, their sons or their daughters.

"The general view is that coppers can be trusted. Quite simply, students quite like the idea of being taught by men or women who are, or used to be, police officers. And they seem to enjoy picking up from us a few tried and tested official police driving techniques.

"We've been formally taught over many years to drive to the Police System, which concentrates on awareness, anticipation and forward planning but – primarily – driving safely. Our real world experiences dealing with fatal accidents and the consequences of poor or reckless driving are passed on to pupils through our Safe Driving for Life programme."

Driving test

So, as ex-police officers and now qualified driving instructors, what do the pair think of the current driving test? Says Alan: "It's pretty tough and equips those who are successful to drive to a decent standard. But it doesn't prepare them sufficiently due to certain constraints. For example, motorway driving cannot be part of the test."

It's not just the standard test that Alan thinks could be altered, though, and he wants to see the learning process go further – and not just for those who have just passed their driving test.

"There is a case for compulsory extra training after getting a full licence – if only to cover motorway and night driving. Pass Plus covers this, but is voluntary. A bigger discount from insurance companies might tempt more people to take Pass Plus.

"Also, some type of modified test for the over-70s is needed, as the law says pensioners only have to self-assess their ability to continue driving. This isn't ideal.

"And we at XCOPS would be in favour of having a formal assessment of non-UK licence holders before they're allowed to use their foreign licences on UK roads."

What worries Alan more, however, is just how many of us have let our own driving standards slip over the years. "If ordered to take their driving tests again today, the majority of existing drivers would not pass. That scares me. And it should scare them, too."



APPRAISAL TIME

XCOPS found Mike had picked up some bad habits, which he's vowed to address



RUTHERFORD RATED Our columnist demonstrated his ability behind the wheel before XCOPS gave its verdict

"XCOPS would like to see the learner process go further than simply the standard driving test"



MIKE RUTHERFORD'S DRIVING APPRAISAL

"THIS is not an exam or a mock test," veteran police officer Alan Kitchener reiterates to me. "It's just a professional appraisal to see how you drive in your car on public roads. So show me."

As I pull away from the kerb, I whisper "mirror, signal, manoeuvre". The XCOP is impressed – he's convinced drivers can help themselves by giving a running commentary on what they're doing and seeing.

But he warns that my glance in my mirrors was too short, I indicated too long, and my manoeuvring was a bit hesitant.

"Don't be nervous or try to impress. Just drive as you'd normally drive," Alan insists. Such appraisals aren't intended to teach already qualified drivers new tricks. Instead, they're more about reminding them of skills, rules and tips they may not have thought about learning in the

run-up to their tests years earlier. It hurts me to admit this, but my appraisal revealed a number of bad habits I'd picked up over the years since I passed my test.

One of the first things that Alan noticed was that I don't always check my passenger side mirror when turning left. As well as this, I was told that I indicate too often, mainly when overtaking parked cars, which you're not meant to do.

Another issue, which I'm sure most of us are guilty of, is that I occasionally drive one-handed. Why? I can't answer that.

It was also noted that I sometimes confuse stop signals with give way signs. And I was reminded not to flash oncoming drivers to proceed, as it could potentially confuse them.

What's important about these sessions is that I accept and will work on these constructive criticisms. There's no point in paying for expert advice if you're not prepared to positively react to it.



JOIN THE NEW #MINIREVOLUTION



Extra Urban 58.9-91.1 mpg (4.8-3.1 l/100km). Combined 47.9-83.1 mpg (5.9-3.4 l/100km).

*Initial rental £2,499. Price shown is for a 48 month Personal Contract Hire agreement for a MINI 3-door One Hatch with extras of PEPPER Pack alloy wheels in black at £520 and Visual Boost Radio at £200 with a contract mileage of 40,000 miles and excess mileage charge of 2.82p. at £1,150 and MINI tlc service cover at £349, (up to 50,000 miles, or the length of your agreement, whichever comes first), Electric Blue metallic excess mileage charge of 3.15p. Applies for new vehicles ordered at participating MINI retailers between 1 January and 31 March 2015 and mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and Financial Services, a trading name of BMW Financial Services (GB) Limited, Bartley Way, Hook, Hampshire RG27 9UF.



Pete Gibson

With top down and wind deflector in place, TT is impressively refined at speed

Audi TT Roadster

FIRST DRIVE Why cool new drop-top is set to be this summer's hottest buy



Jack Rix

Jack_Rix@dennis.co.uk
[@jack_rix](https://twitter.com/jack_rix)

AE AUDI isn't taking any chances with the third-generation TT Roadster. It's the lightest, fastest and cleanest car in the class – blowing away both the BMW Z4 and Mercedes SLK in a game of Top Trumps – and we can confidently say it's the best looking of the bunch, too.

We know the new TT's design isn't revolutionary, but it's hard not to be seduced by its perfect proportions and angular surfacing. The Roadster loses the Coupé's cramped rear seats and gains a flatter boot deck plus a pair of rollover hoops. However, it retains its sibling's precision-sculpted bodywork, sharp front grille and criss-cross LED light signature. If convertible sports cars were purely about desirability, there'd be no need to take the TT for a test drive.

The slimmed-down, twin-motor roof mechanism weighs 3kg less than its predecessor's and the fabric takes just 10 seconds to fold neatly behind your head, where it doesn't cut into the shallow 280-litre boot (25 litres less than the Coupé's). You can drop it at up to 31mph, and doing so shows off the TT's greatest asset – its superb interior.

New additions include a £1,695 'open-top driving package', consisting of head-level seat heating that blows warm air down the back of your neck,

an electric wind deflector and heated 'Super Sports' seats. We'd recommend opting for it if you plan on getting the roof down any time other than during the height of summer.

The rest of the interior is carried over from the Coupé, but it's worth reiterating the quality of the materials, plus the brilliance of the 12.3-inch Virtual Cockpit behind the wheel and the air-con controls integrated into the vents.

There's a reassuring depth of engineering, too. Thanks to the adoption of the steel and aluminium MQB platform, the new TT Roadster is roughly the same weight as its predecessor, despite heaps of extra kit. Reinforcements along the sills and across the rear bulkhead add 90kg over the equivalent Coupé, but at 1,395kg for the front-wheel-drive manual 2.0 TFSI, it's still impressively light.

Engine choices include the 181bhp 2.0 TDI Ultra, which is only available with a six-speed manual box and front-wheel drive and capable of returning 65.7mpg and emitting 114g/km of CO₂.

At the other end of the scale is the quattro-only 306bhp TTS, while the entry-level 227bhp 2.0 TFSI comes with front or quattro four-wheel drive and the choice of a manual or six-speed dual-clutch S tronic gearbox.

We drove the 227bhp 2.0 TFSI S tronic quattro, and it's safe to say



Essentials

Audi TT Roadster 2.0 TFSI quattro S line

Price:	£37,555
Engine:	2.0-litre 4cyl turbo
Power/torque:	227bhp/370Nm
Transmission:	Six-speed twin-clutch auto, four-wheel drive
0-62mph:	5.6 seconds
Top speed:	155mph
Economy:	42.2mpg
CO₂:	154g/km

ON SALE Now

that four-cylinder turbo engines don't get any freer-revving than this, or indeed sound any better. There's a throaty bark whenever you prod the throttle, especially in Dynamic mode – the sportiest of five Drive Select settings for acceleration, steering and gearbox, plus suspension if adaptive magnetic dampers are fitted.

The box is beautifully intuitive, too, shifting right on cue in auto mode and pinging instantly up and down when using the paddles behind the wheel.

With 370Nm of torque, only 10Nm less than in the TTS, the car can be



DRIVE SELECT Five driving modes tweak throttle, suspension, exhaust, steering and gearbox for better economy or a sharper drive



36 LOTUS EXIGE AUTO
Six-speed paddleshift box aims to give two-seater fresh appeal.

38 CAYENNE GTS
We drive fully loaded, 434bhp Porsche SUV on ice. Plus, new Turbo S.

40 JUKE NISMO RS
Hot crossover left us cold with 4WD and CVT. Now we try 2WD manual car.

42 FOCUS ST ESTATE
Updated 247bhp fast Ford wagon blasts off. Is it the king of the load?



Performance

0-62mph/top speed
5.6 seconds/155mph



Running costs

42.2mpg (official)
£59 fill-up



"If convertible sports cars were purely about desirability, there'd be no need to take TT Roadster for a test drive"



ROOF Pull the button in the centre console up, and the roof retracts in a lightning-fast 10 seconds. Plus, it can be operated at speeds up to 31mph



NEED TO KNOW...
"Surprisingly, given the UK's love for convertibles, Audi expects the Roadster to account for only 20 per cent of new TT sales"

Cabin features top-class materials and smart touches, including the Virtual Cockpit and air-con controls in the air vents



NEED TO KNOW...

"Audi now has 51 separate models on sale, compared to just 17 back in 2002"

Audi TT Roadster

New cars



BIG WHEELS

Huge, 19-inch rims contribute to the firm ride, but TT Roadster doesn't crash into bumps in the road



EQUIPMENT

Optional 'Super Sports' seats feature head-level heating; boot is shallow but has net to hold bags in place, while exhaust note is sporty for a four-cylinder car



driven in a variety of ways: either by riding the torque in a higher gear and keeping things smooth, or unlocking the engine's full potential higher up in the rev range. We also had a go in the TTS, and while it punches significantly harder down the straights, it's the less powerful version that feels sweeter on public roads, because it lets you deploy more of its performance, more of the time.

The updated four-wheel-drive system, which can send up to 100 per cent of torque to the rear axle, is a nice security net, especially on greasy surfaces.

However, don't assume Audi's claims that "safe, controllable drifts are possible on low-friction surfaces" mean it's now a match for the Porsche Boxster dynamically. The handling is secure and

stability in corners is superb, but the TT still tends to understeer on the limit and always feels best being driven at seven-tenths, rather than on the ragged edge.

The variable ratio steering, which quickens up the more you turn the wheel, helps the Roadster feel more agile than either of its predecessors, but there's barely any feedback on what the front wheels are up to. Despite the 19-inch alloys on our S line test car, the ride has a reassuring firmness for a sports

car, yet didn't crash over every crack and hollow. That's because the firmer and 10mm lower sports suspension (a no-cost option) wasn't added.

With the roof up, refinement is good, but not perfect. There was an annoying whistle from wind over the left wing mirror, plus more tyre roar on rough motorways than you get with the Coupé.

Drop the roof with the windows and wind deflector in place, and the cabin is remarkably calm, though. You can even make hands-free calls using the microphone built into the seatbelt.

"Variable ratio steering helps the Roadster feel more agile than either of its predecessors"



Verdict

THE TT Roadster is a beautifully designed package. There's a feeling of solidity to everything you touch and cutting-edge tech wherever you turn. The addition of a folding fabric roof hasn't affected the Coupé's handling too much, but it's still no match for a Porsche Boxster. Drive swiftly but sensibly, though, and the TT's smooth turbo engine and four-wheel-drive grip allow you to carry effortless speed through corners, while making you look and feel fantastic – which is what a sports car is all about.





Innovation
that excites

GADGETRY THAT
SAYS 'NASA'. NO BLACK HOLE
IN YOUR FINANCES.

HAVE IT ALL



NISSAN QASHQAI DIG-T 115 N-TEC+
£219 A MONTH

Now with 3 Years' Free Servicing*.

Seats inspired by NASA research to give ultimate comfort**
New NissanConnect 7" touch screen navigation & entertainment system†
Intelligent Key with push button start

WHATCAR?
**Car of the
Year 2015**
Best small SUV

PCP REPRESENTATIVE EXAMPLE:

Nissan.co.uk/haveitall

36 MONTHLY PAYMENTS	ON THE ROAD CASH PRICE	CUSTOMER DEPOSIT	DEPOSIT CONTRIBUTION	TOTAL AMOUNT OF CREDIT	DURATION OF AGREEMENT	OPTIONAL FINAL PAYMENT	TOTAL AMOUNT PAYABLE	RATE OF INTEREST P.A. (FIXED)	4.9% APR REPRESENTATIVE
£219	£22,250	£4,970.64	£1,000	£16,279.36	37 MONTHS	£10,355	£24,209.64	4.9%	

Qashqai Range: URBAN 37.2-67.3mpg (7.6-4.2L/100km), EXTRA URBAN 55.4-78.5mpg (5.1-3.6L/100km), COMBINED 47.1-74.3mpg (6.0-3.8L/100km), CO₂ emissions 138-99g/km.

Offer valid until 31 March 2015 at participating dealers only and subject to vehicle availability. Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply, please visit www.nissan-offers.co.uk/termsandconditions or your local dealer for full details. NISSAN DEPOSIT CONTRIBUTION OF £1,000 IS ONLY AVAILABLE WHEN TAKEN ON 4.9% APR PCP NISSAN FINANCE PRODUCT. Offer based on 10,000 miles pa, excess mileage 10p per mile. Offers not available in conjunction with any schemes or other offers. Vehicle price includes first registration fee and 12 months' road fund licence. †Only use NissanConnect services when safe to do so. Certain remote functions require compatible phone or device; roaming and data usage charges may apply. NissanConnect smartphone app integration service subscription required but is available on a complimentary basis for two years from date of registration. For terms and conditions relating to Nissan technologies visit www.nissan.co.uk/technologyT&Cs. Always drive carefully and attentively. *Free servicing for 3 years must be by a franchised Nissan dealer at specified intervals. Mileage limits from 37,500 apply - please see www.nissan-offers.co.uk/termsandconditions for servicing intervals. **For more information on NASA inspired seats, visit www.nissan-global.com. MPG figures are obtained from laboratory testing, in accordance with 2004/3/EC and intended for comparisons between vehicles and may not reflect real driving results. (Optional equipment, maintenance, driving behaviour, road and weather conditions may affect the official results.) Information correct at time of going to print. Model shots shown are for illustration purposes only. Nissan Motor (GB) Ltd, The Rivers Office Park, Denham Way, Rickmansworth, Hertfordshire WD3 9YS.

Essentials

Mazda 2 1.5 74bhp SE-L

Price:	£12,995
Engine:	1.5-litre 4cyl petrol
Power:	74bhp
Transmission:	Five-speed manual, front-wheel drive
0-62mph:	12.1 seconds
Top speed:	107mph
Economy:	60.1mpg
CO₂:	110g/km

ON SALE March



EQUIPMENT Entry-level SE and mid-spec SE-L cars get a screen with an integrated radio, plus standard air-con, electric mirrors and a steering wheel with reach and rake adjustment. Bigger central display (right) features on higher-spec cars



PRACTICALITY Boot space measures up at 280 litres, which is 10 litres less than a Ford Fiesta's capacity. Fold the seats down, and the load capacity swells to a respectable 950 litres – 24 litres less than Ford's



Mazda handles superbly, while the five-speed gearbox is precise and fun to shift up or down. Revvy engine is also a very willing performer

NEED TO KNOW

"Head-up display is available – a first for a supermini. It's part of a £400 safety pack, but it only comes on Sport Nav models"

Mazda

FIRST DRIVE Fun-to-



James Batchelor

James.Batchelor@dennis.co.uk
@JRRBatchelor

AE WE'RE already big fans of the all-new Mazda 2, having driven a pair of pre-production versions late last year. But this is our first chance to take the wheel of the full production car, fitted with the entry-level petrol engine.

You can order the 2 with a 1.5-litre SkyActiv-G petrol unit, producing 89bhp or 113bhp further up the range. But for base S and mid-spec SE-L models, the 1.5 can be selected with a modest 74bhp and 135Nm of torque.

As a result, it takes 12.1 seconds to go from 0-62mph, returns fuel economy of 60.1mpg, emits 110g/km of CO₂ and slots into tax band B – meaning that a year's road tax costs just £20.

Just like its more powerful brothers, and the upgraded 129bhp version we

drove in the new MX-5 in Issue 1,356, the 74bhp 1.5 is well suited to the job in hand. It feels a little sluggish from a standstill, but once past 2,000rpm, the power kicks in and the engine revs cleanly all the way up to 7,000rpm.

We wouldn't get too close to the red line, though, as the dinky engine gets vocal past 4,000rpm and it's a din that quickly becomes tiresome. But there's no doubt that it's willing and loves to rev, even if it's noisy when doing so.

Show it a series of corners, and, as we've come to expect from all modern Mazdas, the handling has a sparkle to it that few rivals can match. It's brilliantly agile, there's loads of grip and the

steering is direct, if a bit light. The five-speed box has a precise mechanical action, just like the MX-5's, that makes changing gears a pleasure.

Once at cruising speed, the long-geared manual helps to settle the car down, and thanks to 15-inch wheels wearing tyres with deep sidewalls, plus good sound insulation, the interior is hushed and comfortable.

The car in our pictures is a European-spec model, so isn't representative of UK versions, but the 1.5 comes in two trim levels – base SE and mid-spec SE-L. Go for the SE at £11,995, and you'll get electric mirrors, an adjustable driver's seat and a steering wheel with reach

"Show it a series of corners, and the handling has a sparkle to it that few rivals can match"





At cruising speed, the new 2 is refined, plus 15-inch alloys look good; rear space is tight, though

a 2

Performance

0-62mph/top speed
12.1 seconds/107mph



Running costs

60.1mpg (official)
£47 fill-up



drive supermini lives up to our high expectations



Up front, there's room for six-footers, but cabin materials feel a bit cheap

and rake adjustment and audio controls. For £1,000 more, SE-L adds alloys, foglamps, heated folding mirrors, a leather steering wheel and gearlever, 60:40 split-fold rear seats and Bluetooth.

Both pack a lot of kit for not a lot of money, and their reasonable price tags are further backed up with stylish looks.

The 2 carries on the 'Kodo' design language – first seen on the larger Mazda 3, 6 and CX-5 models – and works particularly well on such a small car. The bold front leads on to sharp creases on the sides and there's a swoopy roofline. A squat rear-end nicely finishes off the sporty look.

It's really only the dashboard plastics that let the cabin down for us. While the

design is pleasantly different from the competition, you won't find many soft-touch materials on this entry-level car. Things improve on the higher trim grades, but there are vast swathes of scratchy and hard plastics here.

It's not the roomiest, either. While there's plenty of space for six-footers up front, the new Hyundai i20 trumps the 2 in the rear, as headroom is a little tight. Boot capacity stands at 280 litres – just 10 litres less than a Fiesta's – which is adequate.

Mazda feels UK buyers will more likely opt for the higher-powered 89bhp version, and we'd agree it's the better choice. But if you only have around £13,000 to spend and you want a fun-to-drive supermini that's more stylish than a Ford Fiesta, the Mazda 2 is a well rounded and very likeable little car.



Verdict

UNTIL we've driven a UK model, we'll reserve judgement as to whether the 2 handles better than a Ford Fiesta, but it'll be close. The 1.5 SkyActiv-G is great, while the rest of the package is stylish, offers good value and is fun to drive. Pricier diesel units are more economical, while the higher-powered 89bhp 1.5 petrol is the best all-rounder. Yet if you're on a budget, this 74bhp version is ideal.



Need to know

"In the UK, Lotus sold just 238 cars in 2014, down from 266 in 2013, but sales are up 63 per cent globally year-on-year"



Pete Gibson

Essentials

Lotus Exige S Roadster auto

Price:	£57,500
Engine:	3.5-litre 6cyl s'charged
Power:	345bhp
Transmission:	Six-speed automatic, rear-wheel drive
0-62mph:	3.9 seconds
Top speed:	145mph
Economy:	29.4mpg
CO₂:	222g/km

ON SALE Now



Lotus Exige auto

Running costs

29.4mpg (official)

£43 fill-up



PRACTICALITY There is decent space for two despite access being a little tricky, but the 98-litre boot is only good for storing the roof

FIRST DRIVE Paddleshift box aims to boost sports car's appeal



Jonathan Burn

Jonathan_Burn@dennis.co.uk
@Jonathan_burn

AE LOTUS' philosophy has long been to "add lightness", but in the Exige S, the brand's latest addition comes in the shape of a new six-speed torque converter auto gearbox.

This transmission isn't strictly new, as it has been adopted from the Evora, but it's the first time it has been made available in the Exige S. The reason for its introduction is very simple – to help boost sales at minimal cost and open up the market to a new customer base. But is it any good?

You'll pay a reasonable £2,000 extra for the auto over the manual, with the option of a Coupé or Roadster remaining.

The control panel for the box is neatly crafted into the centre console. Simply depress the brake, prod 'D' and you're off – at speed, too. Stab the accelerator and the rear tyres fight for traction, yet it's quicker from 0-62mph than the manual, taking 3.9 seconds.

The stonking 345bhp 3.5-litre V6 still nestles behind you, screaming all the way to 7,000rpm, but pulling on the



Centre console houses the auto box's control panel in the Lotus' basic cabin



right paddle reveals a notable lack of urgency when selecting the next ratio. Manual upshifts are laboured, which saps away the car's momentum, but downshifts feel more urgent. They're still a world away from the rapid-fire PDK you'll find in a Porsche Cayman, though.

Leaving the gearbox to its own devices shows the Exige S at its best. Changes are well judged, if a little sluggish, but selecting Race on the Dynamic Performance Management (DPM) system sharpens throttle response and adds some much-needed precision.

Happily, the agile, balanced and responsive nature of the Exige S hasn't been affected. The steering is loaded with feedback, and while the ride is on the firm side, it provides an insight into what the car is doing on the road.



EQUIPMENT A Race Pack adds Lotus' four-way DPM traction control system, as well as launch control, active exhaust valve and optimised sports suspension



WHEELS Standard kit includes a set of 17 or 18-inch alloys, with a Convenience Pack, Premium Pack and Premium Pack Sport also available



Auto Express Verdict

LOTUS predicts more than a third of Exige S sales could be made up of autos, yet this unresponsive box doesn't match the rest of the car's cat-like reflexes. There have been improvements in efficiency and acceleration, but not enough to make you want to ditch the third pedal. Still, the Exige S proves Lotus still builds some of the best-handling cars around.





NEED TO KNOW...
"The GTS is positioned between the Cayenne S and the Cayenne Turbo, and is considered the sportiest model in the range"

Porsche Cayenne GTS

Performance

0-62mph/top speed
5.2 seconds/163mph



FIRST DRIVE Smaller, more economical engine doesn't spoil fun for sporty new SUV



Richard Ingram
Richard_Ingram@dennis.co.uk
@cutt_ings

AE IN the search for more eco-friendly figures, Porsche has ditched the old Cayenne GTS's V8 petrol in favour of a more economical V6 turbo. The great news is that this boasts an extra 20bhp and 85Nm more torque, at 434bhp and 600Nm respectively, and shaves half-a-second off the previous 0-62mph time.

The GTS feels brutally fast – even on ice – and is as tactile as ever. It's much more agile than the more expensive Turbo, too, and the PSM safety systems seem far less inclined to cut power when you're driving near or at the limit. As a result, we managed some glorious powerslides in the snow at Porsche's winter driving facility in Skelleftea, Sweden, but these should be filed under 'don't try at home'.

The standard sports exhaust sounds great, growling under hard acceleration and burbling at lower speed. Push the Cayenne into a tighter corner and there's very little body roll. Granted, we were more concerned with keeping the GTS in a straight line on the ice, but it's lost none of the dynamism that made it such fun to drive before.

Every GTS has PASM adaptive dampers, with air-suspension an option. The latter

lowers the car by 20mm, while the steel springs put the GTS 24mm closer to the ground than on a normal Cayenne S.

The eight-speed Tiptronic is swift and smooth, and will hold on to the gears if you ask it to. Sport Plus mode sharpens things up, and makes the most of the revs.

Front styling is shared with the Cayenne Turbo, and a standard Sport Design package adds chunkier side sills and flared arches. The 20-inch black alloys are a GTS signature, as are the badges on the front doors. The cabin gets a set of Alcantara and leather sports seats, with GTS embossed on the headrests. These dash is beautifully stitched, too.

Porsche expects only 11 per cent of Cayennes sold here to carry the GTS badge, compared to around 60 per cent for the two diesels. This is no surprise when you consider it's only 0.2 seconds faster than the S Diesel from 0-62mph, and 6mph quicker flat-out. It's over £10,000 more expensive, too, and will do around seven fewer miles to the gallon.

The smart money is on the top-spec diesel – but if you want the best-handling Porsche SUV, the GTS warrants a place at the top of your list.



Our man savours new Cayenne GTS's sharp responses in the snow in Sweden



"The Cayenne GTS feels brutally fast – even on ice – and is as tactile as ever"

Essentials

Porsche Cayenne GTS

Price:	£72,523
Engine:	3.6-litre V6, twin-turbo
Power:	434bhp/600Nm
Transmission:	Eight-speed auto, four-wheel drive
0-62mph:	5.2 seconds
Top speed:	163mph
Economy:	28.2mpg
CO₂:	234g/km

ON SALE Now



EQUIPMENT Dials control raft of driver aids, while sat-nav, climate control and specially embossed seats (below) are standard on £72,500 GTS. Superb sports exhaust is included, too



ENGINE New, more efficient 3.6-litre bi-turbo V6 replaces the 4.8-litre naturally aspirated V8, and delivers 434bhp. Economy is up by a little over 2mpg, to 28.2mpg



Verdict

If you're looking to own one of the best-handling full-size SUVs on the market, then you can't go wrong with the Porsche Cayenne GTS. It's just as sharp as ever to drive – and, despite the new, smaller engine, it's even quicker than before. That said, its Cayenne S Diesel stablemate makes a stronger case still; it offers nearly as much fun behind the wheel, with 35mpg economy and a £10k lower list price.



Porsche Cayenne Turbo S

FIRST DRIVE Mega 4x4 is amazing to drive – as it should be for £120k



Interior is as luxurious as ever, and comes with loads of kit as standard



Richard Ingram
Richard.Ingram@dennis.co.uk
@cutt_ings

AE FEW people can justify a 562bhp V8 super-SUV, but if you can, here's the new range-topping Cayenne Turbo S. With an extra 20bhp and 50Nm more torque than its predecessor, this 2.3-tonne 4x4 sprints from 0-62mph in 4.1 seconds – faster than the Cayman GT4.

It belies its size, too. Porsche's PDCC active chassis control does a frankly mind-blowing job of keeping the car in check, with little or no body roll even at very high speed. Clever torque vectoring works in conjunction with the four-wheel-drive system to allow breathtaking cornering speeds, while switching off the stability control entices ludicrous amounts of slip from the back wheels.

On ice even a family hatchback can be made to slide like a sports car, but we also tested the Turbo S on some remote Swedish B-roads, motorways and even around town. The breadth of

NEED TO KNOW

"Turbo S lapped the Nürburgring Nordschleife in seven minutes 59.74 seconds, taking the record from the Range Rover Sport SVR"

this car's abilities never fails to impress – and so it should, for nearly £120k.

Plant your right foot – at any speed – and it takes off, with 800Nm coming in from only 2,500rpm. It pins you back in your seat with an instant rush from the two turbos. Stopping isn't an issue, either. The Turbo S has 10-piston 420mm ceramic brakes at the front, giving fade-free performance. This, in conjunction with the PDCC system, helped the top-spec Cayenne smash Land Rover's SUV Nürburgring lap record by more than 14 seconds towards the end of last year.

Huge 21-inch alloys, leather sports seats and sat-nav are standard, but a reversing camera, heated windscreen and lane-departure warning are options. The sports exhaust costs nearly £2,000 and the brilliant high-end Burmester stereo comes in at a little over £2,400. It's clear that Porsche wants very few buyers to walk away with a list price car.

"PDCC active chassis control does a frankly mind-blowing job of keeping the car in check"

Essentials

Porsche Cayenne Turbo S

Price:	£118,455
Engine:	4.8-litre V8, twin-turbo
Power:	562bhp
Transmission:	Eight-speed auto, four-wheel drive
0-62mph:	4.1 seconds
Top speed:	176mph
Economy/CO₂:	24.6mpg/267g/km

ON SALE Now



EQUIPMENT Top-spec Cayenne has all the drive modes, including PDCC active chassis control, as well as beautiful leather and metal finishes



EXTRAS Our car came with the £2,400 optional Burmester stereo, although the standard Bose system does the job. Sat-nav is standard



STYLING LED headlamps and 21-inch wheels signify Turbo S, although there aren't many other visual clues to its top-spec status



Verdict

THE new Turbo S joins the BMW X6M and Range Rover Sport SVR in a growing list of mega-SUVs. With performance to shame most sports cars, the way in which the Cayenne belies its bulk is truly astonishing. Yes, it's expensive, but if you want a 562bhp super-SUV, its price is unlikely to matter.



NEED TO KNOW...
"The standard Nissan Juke was the UK's 10th best-selling new car in 2014, with a total of 39,863 examples registered"



Essentials

Nissan Juke Nismo RS

Price:	£21,650
Engine:	1.6-litre 4cyl turbo
Power:	215bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	7.0 seconds
Top speed:	137mph
Economy:	39.2mpg
CO₂:	165g/km

ON SALE Now

Performance

0-62mph/top speed
7.0 seconds/137mph



Nissan Juke Nismo RS 2WD



EQUIPMENT Recaro wing-back bucket seats are a £1,300 option, but worth the money, as they provide a proper hot hatch look and feel

FIRST DRIVE Do RS upgrades make more sense with manual box?



Jack Rix
jack_rix@dennis.co.uk
@jack_rix

AE AFTER nearly three years in UK showrooms and 6,000 examples sold, the Nissan Juke Nismo is dead. In its place comes something even hotter, though – the Juke Nismo RS. To avoid cluttering the range, the new car replaces the non-RS version completely, adding more power, better brakes, a stiffer chassis and an upgraded exhaust.

In Issue 1,356, we drove the less potent four-wheel-drive model, which showed potential but was hobbled by its CVT box. This front-wheel-drive manual sounds much more promising, with a 215bhp 1.6-litre turbo engine (18bhp more than before), six-speed box and a front limited-slip differential. It's good value, too, costing just £1,150 more than the outgoing model at £21,650.

Slip into the Recaro bucket seats and grip the Alcantara-wrapped wheel, and the Nismo RS feels like a proper hot hatch should. Push the starter button, and it's a little more disappointing – the engine buzzes away under the bonnet but never sounds particularly exciting. It's a similar story when you stretch its legs, because as the revs rise, the engine drones rather than sings.

There's nothing wrong with the way it accelerates, though, going from 0-62mph in 7.0 seconds despite the lack of excitement in the process.

Things improve in corners thanks to the sharp steering, lack of body roll for such a high-riding car and the sheer



Long-throw gearlever shifts well; Alcantara wheel feels great



Bodykit and diffuser help Nismo RS stand out, as does loud exhaust note

amount of grip, but it's the differential that makes all the difference. It allows you to get back on the throttle early, feel the outside front tyre dig deep and catapult you out the other side.

Fortunately, Nissan has resisted the temptation to firm up the suspension too much compared to the standard car. It's noticeably more brittle over potholes and speed bumps, yet it's mostly comfortable and refined enough to be driven every day. Meanwhile, the gearlever has a long throw, but a tight, mechanical action.

The standard Juke is already aimed at extroverts, although you'll need to be brave to drive the Nismo RS. Available in white, black or silver with trademark red pinstripes, 18-inch wheels and red brake calipers, it's an unusual sight on the road, as there's nothing quite like it out there.



PRACTICALITY RS has a 354-litre boot capacity with the back seats up and 1,189 litres with them down. Two-level floor makes space more usable



WHEELS Striking 18-inch alloys are fitted as standard, as are red calipers. They're part of upgraded brake system with bigger front discs



Verdict

YOU have to admire the originality of the Juke Nismo, and the RS upgrades mean it's faster and more capable than ever. It's reasonably good value, too, when you consider the performance and equipment on offer. We only wish that the muted drivetrain felt more special more of the time, which would be in keeping with the outrageous exterior.





Performance
0-62mph/top speed
8.3 seconds/154mph



Practicality
Boot (seats up/down)
476/1,502 litres



Ford Focus ST Estate

FIRST DRIVE Updates promise to make fast estate more fun than ever



Jack Rix
Jack_Rix@dennis.co.uk
@jack_rix

AE HOT estates are making a serious comeback of late. Forget the array of V8-powered Mercedes AMG wagons currently available, we're talking about mainstream family cars with a sting in their tail. The Skoda Octavia vRS has been around for a couple of years now, but you'll soon be able to buy a SEAT Leon Cupra ST, while a new Volkswagen Golf GTD Estate has been confirmed for the Geneva Motor Show in March.

Ford can claim some credit for the renewed interest – it's been offering a Focus ST Estate since 2012, and thanks to a recent series of mechanical and cosmetic updates, it should be better to drive and as practical as ever. It threw in a curveball for the facelift, too, because you can now order your fast Focus Estate with the choice of a 247bhp 2.0-litre

EcoBoost petrol engine or a 182bhp 2.0 TDCi diesel. We drove the diesel ST hatch in Issue 1,355, so it's the petrol wagon we're focusing on here.

From a purely practical point of view, the Focus Estate could well be all the car you ever need. Open the large tailgate and there's 476 litres with the rear seats up, or a whopping 1,502 litres with them down, forming a perfectly flat load space. Compare that to 316 litres and 1,101 litres respectively for the hatchback and the benefits are easy to see.

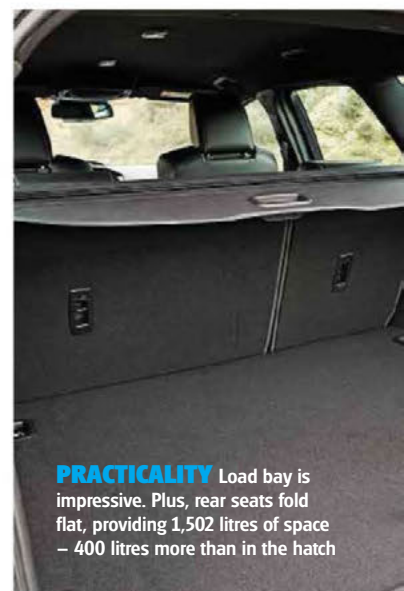
OK, so there's a slight penalty in terms of price and performance – the Estate costs £1,100 more than the equivalent hatchback and takes 0.2 seconds longer to cover 0-62mph.

But remarkably, claimed fuel economy and CO₂ emissions are identical at 41.5mpg and 159g/km respectively – an improvement of six per cent over the pre-facelift model

thanks to the addition of stop-start. On public roads, the performance gap is impossible to spot. The Estate thunders down the road with the same force as the hatchback, and thanks to its rush of turbocharged acceleration feels even quicker than the numbers suggest.

The best part about its direct injection EcoBoost engine, though, is its flexibility. A generous 345Nm of torque available from low-down in the rev range means it's just as easy to select a higher gear and feather the throttle to make smooth and serene progress. To uncork the full performance potential, you simply let it rev and enjoy the rasping exhaust note until it's time to change up.

Things don't fall to bits in corners, either. In fact, despite the extra weight over the rear axle, it handles just like the hatch, which is great news for the driver – if not for the dog in the boot. Changes to the chassis and hardware include



PRACTICALITY Load bay is impressive. Plus, rear seats fold flat, providing 1,502 litres of space – 400 litres more than in the hatch

NEED TO KNOW...

"We now know the Focus RS will be a 316bhp four-wheel-drive five-door hatch, but unsurprisingly there are no plans for an estate"



INTERIOR

New interior layout is far less cluttered than before, with large eight-inch touchscreen on top-spec models running on latest Ford Sync 2 software



Essentials

Ford Focus ST-3 Estate

Price:	£27,095
Engine:	2.0-litre 4cyl turbo
Power:	247bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	6.7 seconds
Top speed:	154mph
Economy:	41.5mpg
CO ₂ :	159g/km

ON SALE Now



ENGINE In the world of hot hatches, 247bhp really isn't that much any more, but you'll be surprised at just how strongly the 2.0-litre EcoBoost hauls you along



EQUIPMENT All models get well bolstered Recaro seats, but top-spec ST-3 features heated, leather-wrapped versions that are electrically adjustable as standard



"Thanks to its rush of turbocharged acceleration, ST feels even quicker than numbers suggest"

new front springs and slightly stiffer dampers all-round. As a result, body roll is minimal, but while the suspension never crashes over bumps, it does feel busy over less-than-perfect surfaces.

There's a quicker ratio for the variable electromechanical steering, too, which means the Estate's nose darts immediately to where you point it – almost too quickly at first – but you soon get used to steering with your wrists, rather than taking armfuls of lock. Up the speed and the ST stays well within its comfort zone – it's a car that actually gets better the faster you drive it, leaning on the outside tyres and testing the levels of grip. But caution

is advised: carry too much speed into a corner or jump on the throttle too early and the ST's spiky power delivery is quick to spin up the front tyres and send you understeering across the road.

The question you now have to ask is whether you want this full-fat petrol-powered ST, or its tamer diesel sister car. If you're already a hot hatch fan, then only the snappy petrol version will quench your thirst for speed, but the diesel's superior fuel economy seems to go hand in hand with the Estate's practical layout. What's clear is that the Focus ST is one of the most competent and rounded hot hatches out there, and now there's a version for everyone.

Auto Express Verdict

IT seems strange that hot wagons aren't more popular, because this ST Estate delivers all the handling, speed and excitement of the hatch, with genuine family friendly practicality. Despite power output staying constant, the EcoBoost engine is a peach, even if the ride is a bit nibbly. If you prioritise fuel economy then the diesel is a better idea, but if it's thrills you're after, the petrol car wins hands down.





Volvo V60 Polestar

FIRST DRIVE Hot estate hails new performance line

Volvo V60 Polestar

Price:	£49,775
Engine:	3.0-litre in-line 6cyl, turbo
Power:	345bhp
Transmission:	Six-speed automatic, four-wheel drive
0-62mph:	4.9 seconds
Top speed:	155mph (limited)
Economy:	27.7mpg
CO₂:	237g/km

ON SALE Now



Dean Gibson

Dean_Gibson@dennis.co.uk

AE WHILE Volvo boasts a strong reputation for safety, it doesn't have the performance credentials of some of its rivals. However, the manufacturer is addressing that issue with the launch of its Polestar division – and the first model in the range is the V60 Polestar.

The estate's body has been pumped up, and under the skin is a 345bhp transverse straight-six turbo coupled to Haldex 4WD and a six-speed Geartronic auto. It produces 500Nm of torque from 2,800rpm, and under hard acceleration delivers a scream not dissimilar to that of a Jaguar F-Type.

What's more, this estate can sprint from 0-62mph in 4.9 seconds, which means it can give plenty of racy coupés a run for their money. Unfortunately, the gearbox is a bit of a letdown; its upshifts are slow, while changing down multiple ratios is an exercise in patience.

There's plenty of grip from the 4WD system, though, and sharp Brembo brakes deliver great stopping power. Those large 20-inch wheels look as though they should deliver a bone-jarring ride, but the standard-fit Ohlins dampers mean that while the car is stiff, the suspension is more comfortable than you'll find in some performance models fitted with smaller rims.

A near-£50k price tag is steep, yet the V60 Polestar is loaded with gear, including sat-nav, heated leather and Alcantara sports seats and the usual raft of safety kit. Distinctive Rebel Blue paint helps to shout about its potential, too.



Roomy, high-quality cabin boasts a high kit count, with sat-nav, heated leather and Alcantara seats



ON THE ROAD
Hot V60's responses are dulled a little by slow-shifting box, but 4WD gives superb grip, ride is surprisingly comfortable and brakes impress



Verdict

THE V60 Polestar falls between Audi's S4 and RS4 Avant estates. It's loaded with kit, plus has plenty of power and unbreakable grip, while the ride is far better than in either Audi. If only the automatic gearbox was more responsive.



Coming soon



FORD MONDEO VIGNALE 2015

Mondeo will be the first of Ford's new Vignale models, offering a premium buying experience.

SUPERMINIS

Fiat 500	2016
Ford Ka	mid 2015
Honda Jazz	early 2015
Hyundai i20 Coupé	March
Mazda 2	spring
Renaultsport Twingo	late 2015
Renault ZOE update	spring
SEAT Ibiza	2016
Skoda Fabia	early 2015
Smart ForTwo	early 2015
Smart ForFour	early 2015
Suzuki Celerio	February
Vauxhall Adam S	April
Vauxhall Corsa VXR	spring
Vauxhall Viva	spring

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	mid 2015
BMW 1 Series facelift	2015
BMW 3 Series Plug-in	mid 2016
BMW 5	2016
Ford Mondeo Vignale	mid 2015
Honda FCEV	mid 2015
Infiniti Q30	spring
Jaguar XE	spring
Mercedes CLA Shoot. Brake	early 2015
MG5	early 2015
MINI Clubman	early 2015
Nissan Leaf	mid 2016
Porsche Panamera estate	2016
Renault Espace	late 2015
Skoda Superb	summer
Skoda Fabia estate	early 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf Alltrack	mid 2015
VW Golf CC	2015
VW Golf R estate	spring
VW Passat Alltrack	summer
VW Passat GTE	June

SPORTS CARS

Alfa 4C Stradale	2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi RS3	spring
Audi A5	spring 2016
Audi R8	2016
Audi R8	mid 2015
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	mid 2015
Caterham sports car	2016
Chevrolet Corvette Z06	spring
Ferrari 458M	spring
Fiat Spider	late 2015
Ford Focus RS	2016
Ford Mustang	early 2015
Honda Civic Type R	March
Honda NSX	mid 2015
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lexus GS-F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Maserati Alfieri	2016
Maserati Gran Turismo	late 2017
McLaren P13	2015
Mercedes-AMG GT	early 2015
Mercedes C 450 AMG Sport	spring
MG TF replacement	2015
MINI JCW	early 2015
Nissan Pulsar Nismo	mid 2015
Peugeot 308 R	mid 2015

Porsche Cayman GT4	2015
Porsche GT3 RS	mid 2015
Porsche 911 facelift	late 2015
Porsche 961	2017
Porsche Pajun	2017
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

SUVs

Alfa Romeo SUV	early 2016
Aston Martin SUV	2017
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	mid 2015
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW X3	2016
BMW X7	2018
Dacia Duster facelift	2016
Ford Edge	2015
Honda CR-V	2015
Honda Vezel	2015
Infiniti QX30	late 2015
Jaguar F-Pace	2016
Kia Sorento	early 2015
Lamborghini Urus	2017
Land Rover Defender	2016
Maserati Levante	2016
Mazda CX-3	mid 2015
Mercedes GLC	2015
Mercedes GLE Coupé	2015
Mercedes baby SUV	2017
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	early 2015
Porsche Macan GTS	2015
Range Rover Sport SVR	spring
Renault Kwid	2016
Renault Mégane SUV	mid 2015
Renault seven-seat SUV	2016
SEAT IBX	2016
Skoda Yeti+2	2016
SsangYong Tivoli	2015
Suzuki Vitara	April
Tesla Model X	2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	late 2015
Volvo XC90	early 2015

PEOPLE MOVERS

BMW CAT 7-seater	early 2015
Ford C-MAX facelift	spring
Ford Grand C-MAX facelift	spring
Ford S-MAX	early 2015
Mercedes R-Class	2016
VW Touran	March

CABRIOLETS

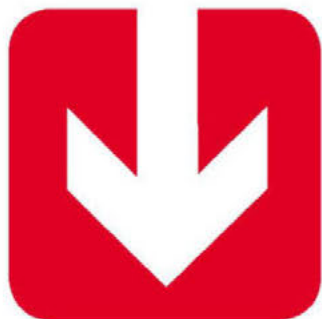
Audi TT Roadster	2015
Alfa Romeo 4C Spider	early 2015
Ford Mustang Convertible	2015
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	early 2015
Mercedes C-Class Cabriolet	2015
Mercedes S-Class Cabriolet	2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Wraith Drophead	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

BMW 7 Series	mid 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes-Maybach S 600	spring
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



Buying a new car?
Tell us about your experience
www.autoexpress.co.uk/driverpower



HALF-PRICE HEROES

BUYING USED HAS NEVER MADE MORE SENSE, AND OVER THE NEXT 32 PAGES WE PICK OUT NEARLY 100 BARGAIN CARS ACROSS EVERY CLASS, FROM £1K TO £100K-PLUS



James Disdale

James_Disdale@dennis.co.uk

AE EVERYONE loves a bargain, and over the next 32 pages, we guarantee to find a temptingly cheap used car to suit you. We've spent hours sifting through the classifieds to serve up a selection of brilliant buys that will set you back around half what they cost new, or less.

There's something for everyone here, as our list of nearly 100 second-hand bargains is spread over 10 key price categories – from sub-£1,000 superminis to supercars costing

over £100,000. And in nearly every category, we include a green choice – a sign of our eco-conscious times.

Plus, as fuel prices fall, our experts look at the thirsty, big-capacity petrol cars that were once worthless, but now seem far more tempting again. We also have a guide on how to cut your fuel, insurance and maintenance costs.

Just be warned: the bargain buys in our Half-Price Heroes special will give you an itchy wallet. Can you resist?

FORD FIESTA

WAS £12,645 NOW £5,995

PORSCHE 911

WAS £69,900 NOW £19,990

NISSAN QASHQAI

WAS £16,895 NOW £7,699



FUN FORD PUMA

PRICE NEW: £12,995

MODEL: 1.7

ENGINE: 1.7-LITRE 4CYL, 123BHP

CO₂/ROAD TAX: 178G/KM/£230

ECONOMY: 38.2MPG

EURO NCAP: N/A

ARE you after fun on a shoestring budget? Well, look no further than the Ford Puma. A revvy 1.7-litre petrol engine matched to an agile front-wheel-drive chassis provides top entertainment behind the wheel, and it's pretty stylish, too.

The Puma added a dash of panache to the fast Ford recipe when it debuted in 1997, with a clever TV advert featuring Hollywood legend Steve McQueen doing wonders for the compact coupé's sales. That means there are plenty to choose from on the second-hand market. We found a 1999 1.7 showing a relatively low 77,000 miles for just £795.

However, as values have dropped to rock bottom, so have owners' desire to look after them. Lots of Pumas will now be showing signs of 15 years or more of use, so watch out for rusty wheelarches and sills that could bring about MoT failures. Still, with humble Fiesta supermini underpinnings, it should mean affordable running costs and cheap car insurance, even for the younger generation of drivers.

PRICE NOW £795 1999/V-REG, 77K



BEST BUYS FOR UNDER £1,000

BARGAINS NEEDN'T BE BANGERS WITH OUR PICK OF TOP-VALUE CARS



OFF-ROAD TOYOTA RAV4

IF you're in the market for a versatile compact SUV for not much cash, then the first-generation Toyota RAV4 is well worth considering, as it was one of the pioneers of the class. Good ground clearance and a 2.0-litre petrol engine powering a robust four-wheel-drive system mean that the RAV4 should cope well on winter roads.

Three-door models limit access to the rear, so opt for the larger five-door if practicality is high on your wish list. Load space isn't great, either, plus Toyota didn't alter the original side-hinged boot door for the UK market, making access tricky.

PRICE NEW: £17,695

MODEL: 2.0 GX

ENGINE: 2.0-LITRE 4CYL, 127BHP

CO₂/ROAD TAX: N/A/£230

ECONOMY: 27.2MPG

EURO NCAP: N/A

PRICE NOW £995 1998/S-REG, 80K



MPV FIAT MULTIPLA

FIAT'S space-age Multipla revolutionised the MPV market when it was launched back in 1998, and it had the edge over its five-seater rivals with its two rows of three seats. The looks might not be to everyone's taste, but a roomy, airy cabin provides plenty of visibility. Add that to its large, 450-litre boot, and you've got an affordable, versatile and practical people carrier – even if the interior doesn't feel that hard-wearing.

The 1.9 diesel is the pick of the range and should be the most frugal, although the base-spec SX trim doesn't get air-con as standard.

PRICE NEW: £14,110

MODEL: 1.9 JTD SX

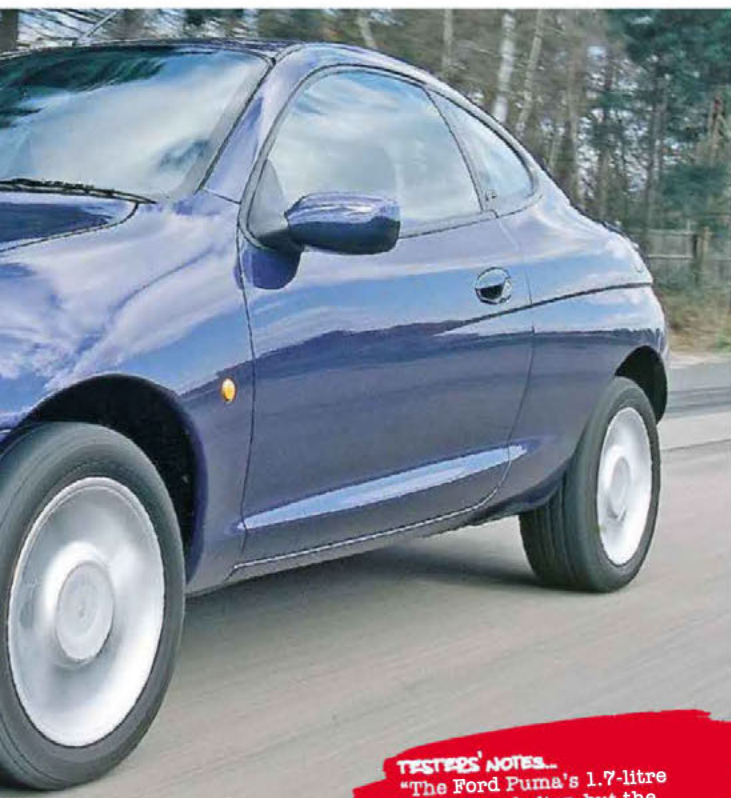
ENGINE: 1.9-LITRE 4CYL, 115BHP

CO₂/ROAD TAX: 170G/KM/£205

ECONOMY: 44.1MPG

EURO NCAP: ★★

PRICE NOW £895 2002/52-REG, 90K



TESTERS' NOTES...
 "The Ford Puma's 1.7-litre engine is a belter, but the smaller 1.4 and 1.6-litre units feel a little underpowered."

JAMES DUNN
 ROAD TEST EDITOR



FIRST CAR NISSAN MICRA

BY the early 2000s, the Nissan Micra had shed its original boxy bodywork and was curvier than ever. The radical redesign had a purpose, however, as more room inside meant even greater practicality and improved visibility.

It's not the most fashionable used supermini on the market, but with low running costs, strong reliability and plenty of second-hand choice, it's a great option for a first-time buyer or a learner driver. We'd opt for the 1.2 petrol version, which will be cheap to buy and insure. We found a 2003 model in S spec with 86,000 miles on the clock for £950.

PRICE NEW: £7,995

MODEL: 1.2S

ENGINE: 1.2-LITRE 4CYL, 78BHP

CO₂/ROAD TAX: 143G/KM/£145

ECONOMY: 47.9MPG

EURO NCAP: ★★★★★

PRICE NOW £950 2003/53-REG, 86K



FAMILY RENAULT LAGUNA

RENAULT'S Laguna was the first car ever to achieve a five-star Euro NCAP rating, featuring safety tech such as seatbelt pre-tensioners, load limiters and a vast array of airbags – adding peace of mind if you're planning on transporting your family.

In Privilège spec, there's plenty of kit on offer – including keyless entry, xenon headlights, auto wipers, power-folding door mirrors and ESP – so you won't have to scrimp on gadgets. A £1,000 budget will give you a good choice of petrol or diesel models in both hatchback and estate form. Plus, reliability is strong.

PRICE NEW: £17,265

MODEL: 2.0PRIVILEGE

ENGINE: 2.0-LITRE 4CYL, 133BHP

CO₂/ROAD TAX: 187G/KM/£225

ECONOMY: 36.6MPG

EURO NCAP: ★★★★★

PRICE NOW £895 2003/03-REG, 58K

GREEN CHOICE CUTTING YOUR BILLS



SKODA FABIA

THE original Fabia signalled a change in fortunes for Skoda. It was the first supermini developed under VW and delivered a winning blend of practicality, value and dependability.

If you're after affordable frugality, the Fabia offers that and more. Plus, there are plenty of efficient models to choose from, all of which provide strong value for money and cheap bills. Skoda always performs well in our Driver Power satisfaction surveys, and finished top of our owner poll in 2014.

PRICE NEW: £11,300

MODEL: 1.9TDI COMFORT

ENGINE: 1.9-LITRE 4CYL, 100BHP

CO₂/ROAD TAX: 130G/KM/£230

ECONOMY: 56.5MPG

EURO NCAP: ★★★★★

PRICE NOW £895 2000/X-REG, 138K



FAMILY FORD FOCUS

HERE'S proof that family hatchbacks can be both practical and fun to drive. The original Ford Focus created a sensation when it replaced the dowdy, ageing Escort back in 1998, adding a much-needed dose of vitality to

the manufacturer's family car line-up. The second-generation model took over the mantle as the UK's best-driving hatch, thanks to agile and pleasingly predictable handling.

More importantly, the newcomer also addressed some of the original car's shortcomings – it brought a larger 385-litre luggage area versus 350 litres in its predecessor, not to mention more refined and efficient diesel powerplants.

Today, the Mk2 Focus still offers this great mix of dynamics, practicality and affordable running costs, making it one of the most attractive used cars in Britain. The second-hand market is positively flooded with good examples, so with a £3,000 budget you'll be spoilt for choice in terms of engine and trim. If you're not going to be doing very many miles, a better option will be a small petrol model, such as the 113bhp 1.6-litre in Zetec spec, which boasts a fair level of equipment as standard.

PRICE NEW: £14,695

MODEL: FOCUS 1.6 ZETEC

ENGINE: 1.6-LITRE 4CYL, 113BHP

CO₂/ROAD TAX: 155G/KM/£180

ECONOMY: 44.1MPG

EURO NCAP: ★★★★★

PRICE NOW £2,875 2006/06-REG, 60K



BEST BUYS £1,000-£3,000

A TINY BUDGET WILL STRETCH A SURPRISINGLY LONG WAY THESE DAYS



HOT HATCH HONDA CIVIC TYPE R

WITH a new Type R turbo waiting in the wings, set to cost around £30,000, Honda is ready to restate its claim on hot hatch class honours. However, if your budget doesn't stretch that far, the maker's pocket-rocket back catalogue is equally exciting.

This is particularly true of the second-generation hot Civic, which boasts a sophisticated rear suspension set-up that produces some playful handling traits plus a 197bhp VTEC engine that revs to a heady 8,250rpm. Reliability should be typically bulletproof, while build quality is solid. The only letdown is the low-rent cabin.

PRICE NEW: £16,000

MODEL: CIVIC TYPE R

ENGINE: 2.0-LITRE 4CYL, 197BHP

CO₂/ROAD TAX: 212G/KM/£285

ECONOMY: 31.4MPG

EURO NCAP: ★★★★★

PRICE NOW £2,995 2002/02-REG, 75K



STYLE ALFA ROMEO GTV

COULD buying a used Alfa Romeo be a first-class ticket to frustration and expensive repair bills? Maybe, but it's hard to deny that the thought of a GTV for less than £3,000 is tempting.

You may have to budget for regular repairs, but when everything's right the GTV's rev-happy 163bhp 2.0-litre Twin Spark engine will delight and the sleek, two-door coupé will still turn heads. This Alfa isn't going to rival a contemporary hot hatchback for performance or ability, but at just short of £3k for a stylish Italian sports car, it does bring a lot of kerb appeal.

PRICE NEW: £21,800

MODEL: GTV 2.0 JTS

ENGINE: 2.0-LITRE 4CYL, 163BHP

CO₂/ROAD TAX: 220G/KM/£285

ECONOMY: 30.7MPG

EURO NCAP: N/A

PRICE NOW £2,500 2005/55-REG, 63K



TESTERS' NOTES

"Is there a better used buy in Britain? The Ford is cheap to purchase and run, reliable and brilliant to drive."

RICHARD WATMAN
DEPUTY NEWS EDITOR



Bargain buys

HALF-PRICE HEROES



ESTATE MAZDA 6

ESTATES are all about practicality, and the Mazda 6 wagon scores highly here. There's a large 505-litre load bay, while the 60:40 split-fold bench can be lowered using the handy levers in the boot.

The car is engaging to drive, too, with a punchy 141bhp 2.0-litre turbodiesel that delivers up to 46.3mpg. For around £3,000 there's a solid blend of performance and economy on offer. Even the mid-spec TS trim comes well equipped, featuring cruise and dual-zone climate control, plus a multifunction steering wheel. Robust build quality and strong reliability mean the Mazda should be trouble-free to own, too.

PRICE NEW: £17,920

MODEL: 6 ESTATE 2.0D TS

ENGINE: 2.0-LITRE 4CYL
DIESEL, 141BHP

CO₂/ROAD TAX: 167G/KM/£205

ECONOMY: 46.3MPG

EURO NCAP: ★★★★★

PRICE NOW £2,995 2007/56-REG, 78K



LUXURY JAGUAR XJ6

THE 2003 XJ may have retained its predecessor's quintessentially British looks, but underneath it was all-new. Jaguar developed a lightweight aluminium chassis, which gave great handling, ride, performance and efficiency benefits.

The low kerbweight means a gas-guzzling V8 isn't necessary: the sweet 240bhp 3.0-litre V6 offers 0-62mph in 7.8 seconds and 27.1mpg – not bad for a luxury saloon. At £3,000, though, you won't be looking at the freshest examples – the car we spotted had done 138,000 miles. Luxury options include twin rear TV screens.

PRICE NEW: £39,000

MODEL: XJ6

ENGINE: 3.0-LITRE V6, 240BHP

CO₂/ROAD TAX: 249G/KM/£485

ECONOMY: 27.1MPG

EURO NCAP: N/A

PRICE NOW £2,995 2003/53-REG, 138K

GREEN CHOICE CUTTING YOUR BILLS



TOYOTA PRIUS

THE Prius Mk2 helped bring hybrid power to the mainstream. Its design isn't exactly fashionable, but with strong eco credentials thanks to a 1.8-litre petrol engine, battery pack and electric motor, the Toyota claims 65.7mpg. Just don't expect to see that in everyday driving.

With many examples now nearing 10 years old and 100,000 miles, battery capacity might not be what it was. But given that the tech was at the cutting edge just a decade ago, and the efficiency is still impressive, £3k is a bargain.

PRICE NEW: £17,495

MODEL: PRIUS T3

ENGINE: 1.8-LITRE 4CYL
PETROL/ELECTRIC, 112BHP

CO₂/ROAD TAX: 104G/KM/£20

ECONOMY: 65.7MPG

EURO NCAP: ★★★★★

PRICE £3,000 2004/54-REG, 97K



HOT HATCH VW GOLF GTI

PRICE NEW: £19,995

MODEL: GOLF GTI

ENGINE: 2.0-LITRE 4CYL, 197BHP

CO₂/ROAD TAX: 192G/KM/£265

ECONOMY: 35.3MPG

EURO NCAP: ★★★★★

AFTER a stodgy period in the nineties, VW's original hot hatch returned to form with the fifth-generation Golf GTI. Performance has to be at the heart of any pocket rocket, so with the GTI's 2.0-litre petrol turbo sending 197bhp to the front wheels, the sprint from 0-60mph takes a rapid 6.9 seconds.

Add to that the option of five-door practicality, Volkswagen's impeccable image and build quality, solid dealer service and acceptable running costs – not to mention a split personality that sees the GTI equally at home on the race track as it is in the local golf club car park – and you have the recipe for a superb all-rounder.

With a maximum budget of £5,000 you'll be looking at high-mileage examples, but this proves that you don't have to break the bank to buy something that's thrilling to drive, can carry front and rear passengers in comfort and accommodates plenty of luggage. Many owners will have cared for their cars well, too, so it promises to be durable.

PRICE NOW £4,950 2005/05-REG, 85K



BEST BUYS £3,000-£5,000

HIGH-PERFORMANCE FUN OR FAMILY PRACTICALITY? CHOICE IS YOURS...



FAMILY FORD MONDEO

WITH the new Mondeo hitting showrooms, there's never been a better time to take the plunge with its predecessor. Mixing a huge amount of space with low running costs and Ford's typically involving driving experience, the family friendly machine covers all the necessary bases.

There's a huge range of trim and engine options, and while the 1.8-litre TDCi isn't the most efficient unit by today's standards, it delivers 123bhp so performance should be adequate. CO₂ emissions of 149g/km mean £145 road tax, and it beats the larger 2.0 TDCi on economy, returning 49.6mpg.

PRICE NOW £4,450 2009/09-REG, 72K

PRICE NEW: £20,045

MODEL: MONDEO 1.8 TDCI EDGE

ENGINE: 1.8-LITRE 4CYL, 123BHP

CO₂/ROAD TAX: 149G/KM/£145

ECONOMY: 49.6MPG

EURO NCAP: ★★★★★



MPV MAZDA 5

THE 5's great attraction is how it drives. Most top-heavy people carriers roll through corners and feel imprecise on the road; not so the Mazda. A well developed chassis is clothed in a relatively sleek and functional body, which proves that driving an MPV doesn't have to be boring.

The 141bhp 2.0 turbodiesel is smoother than its rivals of a similar age, and there's plenty of low-down torque. Practicality is strong, too, thanks to Mazda's '6+1' layout and sliding rear doors – and when all seven seats are in place you'll still be able to squeeze in 110 litres of luggage.

PRICE NOW £3,895 2006/06-REG, 85K

PRICE NEW: £17,900

MODEL: 5 2.0D SPORT

ENGINE: 2.0-LITRE 4CYL, 141BHP

CO₂/ROAD TAX: 159G/KM/£180

ECONOMY: 46.3MPG

EURO NCAP: ★★★★★



TESTER'S NOTES

"Edition 30 models are pricier, but offer 227bhp, a subtle bodykit and bespoke BBS 18-inch alloy wheels."

Jack Cox
ASSOCIATE EDITOR



FUN PORSCHE BOXSTER

A PORSCHE for less than £5,000 – what's the catch? Well, as long as you buy wisely, there shouldn't be one. This budget will get you an early 2.5-litre manual Boxster, which still has plenty of straight-line performance even by today's standards. With 201bhp on tap, 0-62mph takes 6.9 seconds, while a nimble chassis and precise steering mean it should keep up with some much more modern hot hatches.

The mid-engined layout gives the Boxster two boots (one front, one rear), creating total luggage space of 260 litres – so it's relatively practical for a weekend break, too.

PRICE NEW: £33,950

MODEL: BOXSTER

ENGINE: 2.5-LITRE FLAT-SIX, 201BHP

CO₂/ROAD TAX: 206G/KM/£230

ECONOMY: 31.7MPG

EURO NCAP: N/A

 **PRICE NOW** £4,490 1997/R-REG, 79K



4X4 NISSAN X-TRAIL

TODAY the X-Trail is a sharply styled seven-seat crossover, but before Nissan's big off-roader took its design inspiration from the new Qashqai, it had more utilitarian roots. This makes it a great 4x4 bargain for the winter months.

This is especially true in 2.2 dCi form, thanks to 220Nm of turbocharged torque. The engine is a little noisy but performance is dependable – especially when towing – just like the mechanicals. Don't expect high-quality cabin materials, but £5,000 should buy a well cared-for example and still leave you plenty of change.

PRICE NEW: £19,795

MODEL: X-TRAIL 2.2DCI SPORT

ENGINE: 2.2-LITRE 4CYL, 112BHP

CO₂/ROAD TAX: 190G/KM/£265

ECONOMY: 39.2MPG

EURO NCAP: ★★★★★

 **PRICE NOW** £4,000 2002/02-REG, 84K

GREEN CHOICE CUTTING YOUR BILLS



KIA PICANTO

WITH its funky looks, generous kit and thrifty running costs, the Picanto city car has been a big hit. It backs this up with a surprisingly practical cabin, low running costs and a good haul of standard kit. And while the 1.0-litre three-cylinder is underpowered, it's happy to be worked hard and emits only 99g/km.

More importantly, Kia's seven-year warranty means even the £3,790 61-reg model we saw had three years' cover left. Few used cars deliver such peace of mind for so little cash.

PRICE NEW: £6,395

MODEL: PICANTO 1.0 S

ENGINE: 1.0-LITRE 3CYL, 68BHP

CO₂/ROAD TAX: 99G/KM/£0

ECONOMY: 67.3MPG

EURO NCAP: ★★★★★

 **PRICE NOW** £3,790 2011/61-REG, 54K



CROSSOVER NISSAN QASHQAI

PRICE NEW: £16,895

MODEL: 1.5 DCI Acenta

ENGINE: 1.5-LITRE 4CYL, 108BHP

CO₂/ROAD TAX: 137G/KM/£130

ECONOMY: 54.3MPG

EURO NCAP: ★★★★★

A MAINSTAY in the UK best-sellers list virtually since its launch in 2007, the original Nissan Qashqai was a true game changer, setting the blueprint for a host of copycat crossover SUVs and becoming extremely popular in the process. If you don't mind passing another one every few minutes, a used 2009 model at under £8,000 is all the family car you'll ever need.

Equipped with the 1.5-litre dCi engine, it's far from the quickest car, but feedback from Qashqai owners suggests a figure close to 50mpg in everyday use is realistic – which, for a car with this amount of practicality and comfort, is pretty good.

Our Driver Power satisfaction survey results through the years have also shown that Qashqai drivers are largely very satisfied with their car's build quality and reliability, too. Plus, as there are plenty of used models about on dealer forecourts, there's plenty of room for you to haggle for a good price and choose one in your preferred colour and specification. Acenta trim is mid-range and there's a version that includes sat-nav.

PRICE NOW £7,699 2011/11-REG, 51K



BEST BUYS £5,000-£8,000

GET PLENTY OF BANG FOR YOUR BUCK WITH THIS CROP OF USED BUYS



CONVERTIBLE MINI COOPER

DESIRABILITY wins the day here, because despite being even less practical than the MINI hatchback and suffering dynamically – both due to losing the fixed roof – the Convertible holds its value well. If you can live with the minuscule 125-litre boot and rear seats that may as well not be there, the MINI Convertible is a fantastic drop-top.

In this case, petrol versions are preferable – the 1.6-litre Cooper is efficient and punchy enough, and you won't have to endure the amplified diesel clatter with the roof down, on top of increased wind buffeting when the car's open to the elements.

PRICE NOW £7,989 2010/60-REG, 33K

PRICE NEW: £15,795

MODEL: CONVERTIBLE 1.6

ENGINE: 1.6-LITRE 4CYL, 122BHP

CO₂/ROAD TAX: 133G/KM/£130

ECONOMY: 49.6MPG

EURO NCAP: N/A



BUSINESS BMW 3 SERIES

THE BMW 3 Series has been king of the compact executive car class for generations, and the 320d is both the best-selling version and best all-rounder. Its strong performance seems at odds with its outstanding fuel economy – especially true of the 68.9mpg EfficientDynamics model.

A regular in the UK's top-10 sales charts, a five-year-old 3 Series will almost always have high mileage, but there are so many to choose from that you can be fussy. Pick one with an impeccable dealer service history and you should get trouble-free, premium motoring well into six-figure miles.

PRICE NOW £7,850 2010/10-REG, 93K

PRICE NEW: £27,245

MODEL: 320D ED

ENGINE: 2.0-LITRE 4CYL, 161BHP

CO₂/ROAD TAX: 109G/KM/£20

ECONOMY: 68.9MPG

EURO NCAP: ★★★★★



TESTER'S NOTES

"The new Nissan Qashqai is more refined, but the original car has a rugged charm that's missing from the latest model."

LESLIE HARRIS
ROAD TESTER



4X4 LAND ROVER FREELANDER 2

THE Land Rover Freelander 2 has a no-frills, utilitarian sort of appeal compared to more premium, medium-sized 4x4s like the BMW X3 and Audi Q5. So while it boasts a roomy interior and a supple suspension set-up that makes it more comfortable than its German rivals, it can't quite match them for cabin ambience. Plus, the 2.2-litre diesel engine isn't especially economical by today's standards.

It is, of course, a hugely capable off-roader and a well priced used buy, but the Freelander 2 is also known for patchy reliability. So, check the service history carefully before purchasing.

PRICE NEW: £23,457

MODEL: 2.2 TD4GS

ENGINE: 2.2-LITRE 4CYL, 157BHP

CO₂/ROAD TAX: 194G/KM/£265

ECONOMY: 37MPG

EURO NCAP: ★★★★★

 **PRICE NOW** £7,950 2007/07-REG, 99K



FAMILY SKODA OCTAVIA

IF you can look past the slightly humdrum image, then the Skoda Octavia is one of the best-value family cars money can buy. That's especially true in the used market, with four-year-old examples available for city car cash – and with similar running costs in the case of the 1.6-litre TDI.

Mid-spec SE models include all the essentials, like air-con and alloy wheels, with VW Group parts meaning that reliability is excellent. And if anything does go awry, the Octavia won't be a money pit. Plus, the boot has a 580-litre capacity, making it as practical as family hatchbacks come.

PRICE NEW: £17,240

MODEL: 1.6 TDI SE

ENGINE: 1.6-LITRE 4CYL, 103BHP

CO₂/ROAD TAX: 119G/KM/£30

ECONOMY: 62.8MPG

EURO NCAP: ★★★★★

 **PRICE NOW** £7,799 2011/11-REG, 40K



FUN MAZDA MX-5

JUST a few minutes behind the wheel of a Mazda MX-5 is all it takes to understand why it's one of the most popular two-seater sports cars ever made. It's not without its flaws, though, as the naturally aspirated 2.0-litre petrol engine is very thirsty compared to the latest turbos and it's also about as spacious as a shoebox.

But this is a car all about the driving experience, which is sublime. Less than £8,000 will buy a 2009 model, which was updated from the 2005 version with a more modern look and includes air-con, remote central locking and a Bose stereo.

PRICE NEW: £17,345

MODEL: 2.0I SE

ENGINE: 2.0-LITRE 4CYL, 158BHP

CO₂/ROAD TAX: 181G/KM/£225

ECONOMY: 37.2MPG

EURO NCAP: ★★★★★

 **PRICE NOW** £7,995 2009/09-REG, 19K



ESTATE VOLVO V70

PRICE NEW: £28,815

MODEL: D5 SE

ENGINE: 2.4-LITRE 5CYL, 182BHP

CO₂/ROAD TAX: 179G/KM/£225

ECONOMY: 41.5MPG

EURO NCAP: ★★★★★

A TORQUEY diesel engine, big boot, classy interior and impressive list of safety features make the V70 a good family estate car – if not quite as cavernous as its boxy predecessors.

It's comfortable and quick, though, with a characterful five-cylinder diesel engine and one of the most cossetting driver's seats around. Plus, its impressive kit list includes a powered tailgate and leather upholstery. Most at home cruising on the motorway, the front-wheel-drive V70 also boasts impressive rear space. Factor in its solid build quality and reliable mechanicals, and the Volvo will deliver years of faithful service.

TESTER'S NOTES...

"The Volvo's seats are the best in the business. Even after the longest journey, you'll be free of aches and pains."

JAMES MCGILL

ROAD TEST EDITOR



 **PRICE NOW** £8,000 2007/57-REG, 85K



PERFORMANCE AUDI S4

BY virtue of its 4.2-litre V8 engine, a 2003 Audi S4 looks pretty old school now, and it takes a special type of commitment to satisfy its demand for super unleaded fuel and a £500 annual tax bill. Still, the reward is a near-five-second sprint from 0-62mph, accompanied by the sort of soundtrack that smaller-capacity modern turbos cannot provide.

It's also relatively easy to drive quickly due to its quattro four-wheel-drive set-up. Add to that the build quality we've come to expect from an Audi, and the S4 is an alluring high-performance family car for less than £6,000.

PRICE NEW: £36,155

MODEL: S4

ENGINE: 4.2-LITRE V8, 340BHP

CO₂/ROAD TAX: 322G/KM/£500

ECONOMY: 21.2MPG

EURO NCAP: ★★★★★

 **PRICE NOW** £5,650 2003/53-REG, 69K



SUPERMINI FORD FIESTA

SMALL hatchbacks don't come any better than the Ford Fiesta – our Supermini of the Year five times over and consistently the UK's best-selling new car. And with a 2012 model in sporty Zetec trim priced at a shade below £6,000, it's hard to argue against it as a used buy.

It's the blend of day-to-day comfort and brilliant driving dynamics that makes the Fiesta such a compelling car, and very few owners report reliability issues. Low-mileage drivers will find the 1.25-litre petrol engine a quiet and punchy unit that's well suited to the Zetec's character.

PRICE NEW: £12,645

MODEL: 125 ZETEC

ENGINE: 125-LITRE 4CYL, 80BHP

CO₂/ROAD TAX: 122G/KM/£110

ECONOMY: 54MPG

EURO NCAP: ★★★★★

 **PRICE NOW** £5,995 2012/12-REG, 27K



MPV FORD S-MAX

STILL the best MPV to drive on the market, the Ford S-MAX offers dynamics surprisingly close to those of a hatchback half its size. It's a great-looking people carrier, too, avoiding the overly boxy look that plagues many cars in its class.

And, thankfully, none of these qualities comes at the expense of space. The Ford is massive inside, and the easy-to-operate fold-flat seating makes for superb practicality, too. Our pick of the engines is the 2.0-litre TDCi diesel – with 320Nm of torque, it does a great job of hauling the bulky S-MAX around, while proving smooth, frugal and relatively quiet at all times.

 **PRICE NOW** £7,495 2010/10-REG, 85K

PRICE NEW: £21,495
MODEL: 2.0 TDCi ZETEC
ENGINE: 2.0-LITRE 4CYL, 138BHP
CO₂/ROAD TAX: 139G/KM/£130
ECONOMY: 53.3MPG
EURO NCAP: ★★★★★



LUXURY BMW 7 SERIES

IN the used market, the BMW 7 Series joins most other huge executive saloons in being an absolute bargain – if you can afford the running costs. That's not just a case of fuel. In fact, the 39.2mpg 730d will prove marvellously efficient in that respect, but the main dealer servicing and parts costs will hurt if something goes wrong.

If you're prepared for that, the BMW beautifully combines luxury and refinement with enjoyable, almost nimble, rear-wheel-drive gusto and a huge reserve of motorway-crushing torque. Later models get even more power and a more efficient auto box, but the difference is marginal.

 **PRICE NOW** £7,700 2005/54-REG, 85K

PRICE NEW: £54,160
MODEL: 730D SE
ENGINE: 3.0-LITRE 6CYL, 242BHP
CO₂/ROAD TAX: 192G/KM/£265
ECONOMY: 39.2MPG
EURO NCAP: ★★★★★



HOT HATCH RENAULTSPORT CLIO

WITH the current Renaultsport Clio taking a step backwards dynamically in the quest for more refinement, the status of its predecessor moves even closer to 'future classic'. That explains why prices remain relatively high for a good, low-mileage 2009 model, but also why it's money well spent – as it won't drop in value at anywhere near the rate of the standard supermini.

The hot Clio is riveting at any speed, while retaining all the practicality of lesser models. Pound-for-pound, pure driving enjoyment doesn't come at much better value than this.

 **PRICE NOW** £8,000 2009/09-REG, 19.5K

PRICE NEW: £15,750
MODEL: 200
ENGINE: 2.0-LITRE 4CYL, 197BHP
CO₂/ROAD TAX: 195G/KM/£265
ECONOMY: 34.4MPG
EURO NCAP: ★★★★★

GREEN CHOICE CUTTING YOUR BILLS



VW GOLF BLUEMOTION

THE Volkswagen Golf BlueMotion was a revelation at launch, as it offered all the qualities we've come to expect from the Golf – superb build quality and ambience, space, class – but with sub-100g/km CO₂ emissions.

What was, and remains, amazing is that the BlueMotion is so refined, and will surpass 60mpg in daily use without you even trying. Standard equipment is relatively sparse, however, and expensive options may be reflected in the price you pay used.

 **PRICE NOW** £7,995 2011/61-REG, 62K

PRICE NEW: £19,430
MODEL: 1.6 TDI BLUEMOTION
ENGINE: 1.6-LITRE 4CYL, 104BHP
CO₂/ROAD TAX: 99G/KM/£0
ECONOMY: 74.3MPG
EURO NCAP: ★★★★★



↓ HALF-PRICE HEROES

TESTER'S NOTES...

"If your annual mileage is low, then the six-cylinder diesel 5 Series offers even greater value for money."

DEAN GIBSON

DEPUTY ROAD TEST EDITOR



BEST BUYS £8,000-£11,000

UP YOUR BUDGET AND SOME VERY DESIRABLE CARS ARE IN REACH



STYLE AUDI TT COUPE

AUDI'S evolutionary styling approach means that the second-generation TT hasn't dated too badly with the arrival of the new version. It remains one of the classiest coupés on the road.

Diesel versions are, of course, more economical, but the 208bhp 2.0-litre TFSI petrol better suits the TT – it's quieter and makes the car lighter at the nose, and therefore slightly more agile.

The TT's interior is so wonderfully stylish and so well built that a low-mileage, six-year-old version for under £11,000 seems a steal – and it's more practical than you might think.

PRICE NEW: £28,050

MODEL: 2.0 TFSI S LINE

ENGINE: 2.0-LITRE 4CYL, 197BHP

CO₂/ROAD TAX: 183G/KM / £225

ECONOMY: 36.7MPG

EURO NCAP: ★★★★★

➔ PRICE NOW £10,750 2009/09-REG, 69K



HOT HATCH SEAT LEON

TODAY'S SEAT Leon is a very different car to its predecessor, much more focused on quality, refinement and technology. But the old Leon was more involving to drive, plus arguably more distinctive to look at, with a uniquely sporty design that became synonymous with British Touring Car Championship wins at the end of the last decade.

It serves up an engaging driving experience, but the price is an overly firm ride, while the quality of the interior plastics leaves a lot to be desired. Still, there's plenty of car in a £9,000 Leon 2.0-litre TSI – and no shortage of pace, too.

PRICE NEW: £19,725

MODEL: 2.0 TSI FR

ENGINE: 2.0-LITRE 4CYL, 208BHP

CO₂/ROAD TAX: 170G/KM / £205

ECONOMY: 38.7MPG

EURO NCAP: ★★★★★

➔ PRICE NOW £8,995 2010/59-REG, 67K

BUSINESS BMW 5 SERIES

PRICE NEW: £28,045
MODEL: 520D SE
ENGINE: 2.0-LITRE 4CYL, 181BHP
CO₂/ROAD TAX: 129G/KM / £110
ECONOMY: 57.6MPG
EURO NCAP: ★★★★★

THERE'S no better executive saloon than the 5 Series, and what makes the 520d remarkable is that it blows expectations out of the water: a big four-door car powered by a four-cylinder diesel engine shouldn't be anywhere near this quick, quiet, refined or economical.

It's great to drive, too, and while it's not the last word in involvement – a long wheelbase and overly light steering see to that – its rear-wheel-drive chassis is certainly more engaging than on the Audi A6 or Mercedes E-Class.

In order to keep a current-generation 5 Series below £11,000, you'll probably have to stick with a six-speed manual rather than the popular eight-speed auto box, but the 520d SE comes with a generous standard spec: leather upholstery, 17-inch alloys, dual-zone climate control and a high-resolution colour infotainment display linked to BMW's iDrive control.

Better still, the cabin is vast, with plenty of head and legroom in the back and loads of handy storage. And while the traditional four-door saloon body isn't the most versatile, the 520-litre boot is well shaped and there's a useful split-fold function.

Quality is superb, as you'd expect – but what you wouldn't expect is to be topping 50mpg with ease, as you will do on a daily basis. Only its common-as-muck popularity, justified though it is, might put you off.

 **PRICE NOW** £10,999 2010/60-REG, 82K



CONVERTIBLE SAAB 9-3

SAAB'S demise has hit used values hard, but with a dedicated parts and supply network in place in the UK, buyers needn't worry – and they can take advantage of a very reasonably priced piece of leftfield premium motoring.

The 9-3 Convertible has always enjoyed a reputation that exceeds its actual ability, but for a four-figure sum it's sensational value. Pace, an exaggerated turbo whistle, fresh air and styling that's ageing well more than compensate for the slightly lead-footed handling and dated cabin. In keeping with the old cliché, buying a Saab seems an unusual, yet smart, thing to do.

PRICE NEW: £27,510
MODEL: 1.8T LINEAR SE
ENGINE: 1.8-LITRE 4CYL, 148BHP
CO₂/ROAD TAX: 186G/KM / £265
ECONOMY: 36.2MPG
EURO NCAP: ★★★★★

 **PRICE NOW** £8,980 2011/11-REG, 40K



MPV CITROËN C4 GRAND PICASSO

A PEOPLE carrier of huge proportions, the C4 Grand Picasso is a fine family-friendly workhorse; seven seats, five of which fold flat; three ISOFIX fittings in the middle row; a vast glass area and high driving position for great visibility; a huge boot that extends to almost 2,000 litres.

The over-soft suspension makes the Grand Picasso wallow significantly, while the auto lurches through gearchanges. But it's refined and comfortable, while poor residuals mean a three-year-old model offers vast space for the price. Plus, fuel economy is good in HDi diesel form.

PRICE NEW: £20,050
MODEL: 1.6 HDI VTR
ENGINE: 1.6-LITRE 4CYL, 110BHP
CO₂/ROAD TAX: 135G/KM / £130
ECONOMY: 54.3MPG
EURO NCAP: ★★★★★

 **PRICE NOW** £9,685 2012/12-REG, 45K



4X4 LAND ROVER DISCOVERY 3

THERE are very few cars as capable overall as the Discovery 3, which combines imperious off-road ability with enormous practicality, plus day-to-day comfort that nudges the luxury class.

It's not without flaws, though – our Driver Power survey shows that owners generally love their Discos, but the car has a patchy reliability record. That's worth considering, as both servicing and parts are expensive, and high CO₂ emissions make road tax pricey, too. The Disco 4 update in late 2009 brought better interior quality, but a well specified seven-seat Disco 3 is still a fine used 4x4.

PRICE NEW: £30,190
MODEL: 2.7 TDV6 GS
ENGINE: 2.7-LITRE V6, 188BHP
CO₂/ROAD TAX: 244G/KM / £485
ECONOMY: 30.7MPG
EURO NCAP: ★★★★★

 **PRICE NOW** £10,750 2008/08-REG, 93K

PARK WHERE MY FRIENDS CAN SEE IT, DADDY



2008 ACTIVE

- ▶ Alloy Wheels
- ▶ Multi-function colour touchscreen
- ▶ DAB radio and Bluetooth
- ▶ Air Conditioning
- ▶ PureTech 1.2 VTi: More Power, More Efficient

PASSPORT PERSONAL LEASE

2008
ACTIVE
PER
MONTH: **£169*** INCLUDES
£500
CONTRIBUTION
FROM PEUGEOT

PureTech PEUGEOT RECOMMENDS TOTAL Official Fuel Consumption in MPG (l/100km) and CO₂ emissions (g/km) for the 2008 Range are: Urban 32.1-68.9 (8.8-4.1), Extra Urban 54.3-85.6 (5.2-3.3), Combined 43.5-76.3 (6.5-3.7) and CO₂ 150-96 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. To finance your lease/purchase we may introduce you to a limited number of lenders. *Passport Personal Lease: A guarantee may be required. Over 18s only. Written quotations available on request from Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Example based on the 2008 Active PureTech 1.2 VTi including pearlescent paint, customer initial payment £3,363, £500 Peugeot initial payment contribution and optional final payment £6,715. 37 monthly payments payable. Annual mileage 6,000 miles. Excess mileage charges may apply. If you choose to pay the optional final payment, you can pay an annual payment equivalent to one of your monthly payments but will not own the car. Ownership is possible with Passport, ask your Dealer for details. Peugeot Motor Company Plc is acting as a credit broker and is not a lender. Offers apply to vehicles ordered by 31st March 2015. Visit peugeot.co.uk for full terms and conditions. Information correct at time of going to press.

PEUGEOT 2008

MOTION & EMOTION



PEUGEOT



TESTERS' NOTES...
 "For the price of a few choice options on a new S-Class you could have the 2006 S320 CDI we found. That's amazing value."

JONATHAN BURN
 SENIOR NEWS REPORTER



LUXURY MERC S-CLASS

PRICE NEW: £55,595

MODEL: S320 CDI

ENGINE: 3.0-LITRE V6, 231BHP

CO₂/ROAD TAX: 220G/KM/£285

ECONOMY: 33.6MPG

EURO NCAP: ★★★★★

THE Mercedes S-Class is no match for its BMW 7 Series arch rival along a twisting back road, but in the rarefied luxury car market, handling fun is much less important than refinement and comfort. And from the passenger seats, the Mercedes has the edge. Even though you'll be looking at the previous-generation version in this price bracket, no luxury saloon this side of a Rolls-Royce rides with the unflustered comfort of an S-Class.

While buyers shopping for a second-hand limousine like this will be taking on potentially huge servicing and parts bills,

an 06-plate example will already have done the vast majority of its depreciating, so you can gain from someone else's financial pain.

Plus, the fuel costs for the 3.0-litre engine are manageable – making an £11,000 S-Class a lot of luxury for little cash. And as a safety pioneer, including tech like self-drying brake discs, it's a comforting family car in more ways than one.

PRICE NOW £10,750 2008/08-REG, 66K



CROSSOVER HYUNDAI ix35

THE ix35 is a solid, competent crack at the lucrative crossover SUV market by Hyundai. It's spacious inside and the four-wheel drive only 2.0-litre CRDi model has plenty of pulling power – 4x4 versions of the ix35 are preferable to front-wheel-drive cars for their added traction.

Cabin quality is standard for the class, but it's a little bland overall and doesn't sparkle in a competitive sector. Still, what it does have is value on its side – under £8,500 for a 10-plate model is excellent. You might even find an example with the balance of its five-year manufacturer warranty.

PRICE NEW: £21,905

MODEL: 2.0 CRDi STYLE (4WD)

ENGINE: 2.0-LITRE 4CYL, 134BHP

CO₂/ROAD TAX: 149G/KM/£145

ECONOMY: 49.6MPG

EURO NCAP: ★★★★★

PRICE NOW £8,489 2010/10-REG, 60K



FAMILY SKODA SUPERB

THE current Skoda Superb was a genuine surprise, moving away from the 'bigger Octavia' flavour of its predecessor and up in class to trouble the executive market. Beautifully built and refined as well as offering limo-like rear seat space, the Superb is a fantastic value used buy.

A three-year-old example at £10,000 will feel every bit the modern premium car, albeit in a plain sort of way, while its VW Group 2.0 TDI engine is both effortlessly punchy and frugal. The twin-hinged boot is gimmicky, but gives the Superb's huge 595-litre luggage space added practicality.

PRICE NEW: £21,635

MODEL: 2.0 TDI SE

ENGINE: 2.0-LITRE 4CYL, 138BHP

CO₂/ROAD TAX: 143G/KM/£145

ECONOMY: 52.3MPG

EURO NCAP: ★★★★★

PRICE NOW £10,000 2012/12-REG, 48K



ESTATE VOLKSWAGEN PASSAT

IT'S not exactly exciting, but the VW Passat very nicely bridges the gap between common or garden estate cars and those in the premium class. Quality comfortably falls into the latter category, and heavy motorway users will find over 60mpg economy regularly attainable with the refined and punchy 2.0-litre TDI engine.

The Passat estate is preferable to the saloon because of its practicality advantage, with the 1,731-litre total luggage capacity one of the biggest in the class. Rivals, not least the Ford Mondeo Estate, are more involving to drive, but none offers the classy simplicity of the Passat.

PRICE NOW £9,000 2012/61-REG, 77K

PRICE NEW: £23,375
MODEL: 2.0 TDI SE BLUEMOTION
ENGINE: 2.0-LITRE 4CYL, 138BHP
CO₂/ROAD TAX: 120G/KM/£30
ECONOMY: 61.4MPG
EURO NCAP: ★★★★★



PERFORMANCE SUBARU IMPREZA

THERE are lots of issues to address before a 2006 Impreza WRX STI makes sense: can you live with the jarring ride quality and astronomical thirst for fuel? Do the traditional hatchback shape and lack of a huge rear spoiler offend you? Do you like hard interior plastics? Deal with all that, and there's immense fun to be had behind the wheel of this unbelievably grippy and rapid hatch – all for less than five figures.

More importantly, performance is accessible whatever the weather. News of failing pistons blighted this version, although Subaru says well cared for cars shouldn't be problematic.

PRICE NOW £9,995 2008/08-REG, 66K

PRICE NEW: £27,590
MODEL: WRX STI
ENGINE: 2.5-LITRE 4CYL, 295BHP
CO₂/ROAD TAX: 243G/KM/£485
ECONOMY: 27.4MPG
EURO NCAP: N/A



FUN LOTUS ELISE

THERE aren't many cars capable of dishing up a driving experience as visceral and enjoyable as the Lotus Elise's. A near-handmade production method means the car doesn't have the same interior build quality as a Porsche Cayman, but well documented engineering heritage equates to world-class dynamics – so trim imperfections here and there shouldn't matter too much.

The current Series 2 Elise is 14 years old, so you can get a 2002 example with the revvy (and now discontinued) 1.8-litre Rover K Series engine for supermini cash – and it still looks modern.

PRICE NOW £11,000 2002/02-REG, 66K

PRICE NEW: £25,995
MODEL: 1.8 111S
ENGINE: 1.8-LITRE 4CYL, 158BHP
CO₂/ROAD TAX: 163G/KM/£180
ECONOMY: 40.9MPG
EURO NCAP: N/A

GREEN CHOICE CUTTING YOUR BILLS



NISSAN LEAF

THE Nissan Leaf wasn't the UK's first electric car, but for many it was the first viable option.

With its 100-mile battery range, seating for four adults, large boot and 'normal' looks, it's a surprisingly sensible short-haul choice, and a sub-£10,000 used price adds to the appeal.

It's also good to drive, with brisk pace, composed handling and decent refinement. Only the firm low-speed ride lets it down, but it's no worse than most eco diesels. All models are well equipped, plus it's dirt cheap to run.

PRICE NOW £9,495 2011/11-REG, 18K

PRICE NEW: £26,490
MODEL: LEAF VISIA 50R
DRIVETRAIN: 107BHP ELECTRIC MOTOR
CO₂/ROAD TAX: 0G/KM/£0
ECONOMY: N/A
EURO NCAP: ★★★★★



RENAULT ROMANCE SEASON OOH - LA - LA!



RENAULT CLIO DYNAMIQUE MEDIANAV 1.2 16V 75

Touchscreen navigation 16" alloy wheels 4-year warranty†

SEDUCTIVE OFFERS FROM £159 PER MONTH

WITH £1,500 DEPOSIT CONTRIBUTION* AND 3 YEARS' SERVICE PACKAGE £199** UNTIL 31 MARCH

48 monthly payments of	£159	Total amount of credit	£10,705	Total amount payable	£15,678
Customer deposit	£1,290	Finance facility fee	£99	Duration (months)	49
Cash price	£13,495	Optional final payment	£5,008	Fixed interest rate p.a.	6.12%
Dealer deposit contribution	£1,500	Option to purchase fee	£149	6.9% APR representative	



The official fuel consumption figures in mpg (l/100km) for the car shown are: urban 40.4 (7); extra-urban 60.1 (4.7); combined 51.4 (5.5). The official CO₂ emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary according to driving styles, road conditions and other factors.

Finance provided by RCI Financial Services Limited, PO Box 149, Watford WD17 1FJ. Subject to status. Guarantees and indemnities may be required. You must be at least 18 and a UK resident (excluding the Isle of Man and Channel Islands). Terms and conditions apply. Our dealership introduces customers to a limited number of financial providers including RCI Financial Services Ltd. Offer based on 6,000 miles per annum, excess mileage 8p per mile inc VAT. Offers cannot be used with other schemes or finance offers and are available on featured new vehicle when ordered and registered between 3 February 2015 and 31 March 2015. Participating dealers only. *Deposit contribution shown is available to new Renault Finance customers when taking Renault Finance on Renault Clio (excluding Clio Expression). Clio shown has optional Flame Red Renault i.d. metallic paint, available at £595. †Four-year warranty applies to new vehicles when ordered from a UK Renault-approved dealer. Warranty up to 4 years/100,000 miles (whichever comes first). For full warranty terms and conditions visit www.renault.co.uk/warranty **Service package available at £199 when the vehicle is ordered and registered by 31 March 2015. Visit renault.co.uk/servicepackage

STYLE PEUGEOT RCZ

PRICE NEW: £23,560

MODEL: RCZ GT THP 156

ENGINE: 1.6-LITRE 4CYL, 156BHP

CO₂/ROAD TAX: 159G/KM/£180

ECONOMY: 44.1MPG

EURO NCAP: N/A

WHEN it was first unveiled way back in 2009, few people believed that Peugeot's 308-based RCZ could really back up its head-turning styling with an equally striking driving experience. But it does.

It's not the quickest coupé money can buy, while the driving position could do with a little more adjustment. Plus, as is usually the case with this sort of car, the rear bench should be regarded more as a parcel shelf than genuine seating for two passengers.

There's a range of petrol and diesel engines to choose from, and even though the 1.6-litre THP turbocharged petrol version delivers a modest power output of 156bhp, the RCZ is never less than pure theatre – from the distinctive 'double-bubble' roof to the sound actuator that boosts the exhaust note. Finally, it's not an Audi TT, which for many potential buyers looking to stand out from the crowd is likely to be a positive.

PRICE NOW £11,470 2011/11-REG, 24K



BEST BUYS £11,000-£15,000

FOR FIVE FIGURES, YOU CAN GET A COOL SPORTS CAR OR CLASSY MPV



CONVERTIBLE AUDI A5 CABRIOLET

WHEN it comes to drop-top desirability on a budget, the sleek A5 cabrio takes some beating. Not only does it look good and boast impeccable quality, but the fabric roof matches folding hard-top rivals for refinement without sacrificing boot space.

Unlike the Coupé and Sportback ranges, in which diesels are dominant, a petrol engine is preferable in the Cabriolet – and the punchy and frugal 1.8-litre TFSI is the best. The Audi is less fun to drive than a BMW 3 Series, but it's composed and comfortable. Its well built cabin is also surprisingly practical, plus has all the essential kit.

PRICE NEW: £28,915

MODEL: A5 CABRIOLET 1.8 TFSI

ENGINE: 1.8-LITRE 4CYL, 158BHP

CO₂/ROAD TAX: 164G/KM/£180

ECONOMY: 40MPG

EURO NCAP: N/A

PRICE NOW £13,495 2011/61-REG, 28K



MPV SEAT ALHAMBRA

MULTIPLE winner of the Best MPV crown at the Auto Express New Car Awards, the Alhambra is a shining example of how VW Group platform sharing works to give buyers the best deal. It's identical to the VW Sharan, but cheaper – and because it's a SEAT it depreciates a little more heavily, making it a cracking used buy.

It's not as spirited to drive as Ford's S-MAX, but its sliding side doors and cavernous interior will make a genuine difference to growing families. Available with some of the best TDI diesels in the business, the Alhambra's also cost-effective.

PRICE NEW: £26,915

MODEL: ALHAMBRA 2.0 TDI S DSG

ENGINE: 2.0-LITRE 4CYL, 138BHP

CO₂/ROAD TAX: 149G/KM/£145

ECONOMY: 49.6MPG

EURO NCAP: ★★★★★

PRICE NOW £12,990 2011/11-REG, 66K



TESTERS' NOTES
 "If you don't mind high mileages, then this budget should stretch to the faster and sharper THP 200 RCZ."
JAMES DUNN
 ROAD TEST EDITOR



HOT HATCH REN'SPORT MEGANE

ONE of the best-handling hot hatches ever, the Renaultsport Mégane 250 makes every journey an event to savour. Yet while it may be a family hatch by name, this is not a car for those who value their children's comfort first and foremost – the ride on Cup models is firm, while all versions have a noisy engine and the three-door-only layout results in a cramped rear compartment.

The turbocharged engine produces 340Nm of torque in the mid-range, so this hot hatch feels scorchingly quick, and is a head-turner, too. Look for a car with low miles, a full service history and no evidence of thrashing.

PRICE NEW: £27,390
MODEL: RENAULTSPORT MEGANE 250
ENGINE: 2.0-LITRE 4CYL, 247BHP
CO₂/ROAD TAX: 195G/KM/£265
ECONOMY: 33.6MPG
EURO NCAP: ★★★★★

 **PRICE NOW** £11,995 2011/11-REG, 38K



ESTATE MERCEDES E-CLASS

WHILE the E-Class doesn't have the dynamic character of the BMW 5 Series, it's a typical Mercedes in terms of its build quality and high-speed comfort and refinement. Also, as with the traditional Merc estates, the 2010 model trades on having a huge cargo area that dwarfs those of its rivals, including practical flourishes such as an electric tailgate and seven-seat option.

The E250 CDI diesel packs a 500Nm punch, which is great for hauling a full load, and can do 50mpg-plus. Even better, the robust cabin easily copes with the rough and tumble of family life.

PRICE NEW: £33,555
MODEL: E250 CDI SE
ENGINE: 2.2-LITRE 4CYL, 201BHP
CO₂/ROAD TAX: 136G/KM/£130
ECONOMY: 54MPG
EURO NCAP: ★★★★★

 **PRICE NOW** £13,990 2010/10-REG, 71K



FUN BMW Z4

AS the Z4 M Roadster was made for only two years, it's now a fairly rare sight on the road, yet prices have dropped to a third of their original level. This makes the BMW a very cheap way to get into the five-second 0-62mph club. You'll pay day-to-day, though, with real-life economy unlikely to exceed the high teens, as well as serious servicing and parts costs for the M Division-tuned engine.

Yet as the M Roadster was engineered with driving fun in mind, the howling straight-six, nimble handling and wind-in-the-hair thrills should distract you from the running costs and firm ride.

PRICE NEW: £43,402
MODEL: Z4 M ROADSTER
ENGINE: 3.2-LITRE 6CYL, 338BHP
CO₂/ROAD TAX: 292G/KM/£500
ECONOMY: 23.3MPG
EURO NCAP: ★★★★★

 **PRICE NOW** £15,000 2007/07-REG, 45K

CROSSOVER SKODA YETI

PRICE NEW: £22,625

MODEL: YETI 2.0 TDI 140 4X4 ELEGANCE

ENGINE: 2.0-LITRE 4CYL, 138BHP

CO₂/ROAD TAX: 157G/KM/£180

ECONOMY: 47.1MPG

EURO NCAP: ★★★★★

TESTER'S NOTES...

"Yeti's as tough as its Tonka toy looks suggest. Few cars are as well suited to the rough and tumble of family life."

LESLIE HARRIS
ROAD TESTER



If you want the ultimate in family car versatility, look no further than the Skoda Yeti. With its rugged exterior styling, spacious cabin and robust build quality, it's every bit as desirable as it is dependable. Plus, if you go for the 4x4 version, you'll get all-weather ability thrown into the bargain.

The 138bhp 2.0-litre TDI isn't the last word in refinement, but it's quiet on the motorway and efficient, too, making it a preferable choice if you're

covering big miles. Yet its docile nature and strong torque make it a doddle to drive around town.

A 2011 Yeti is a pre-facelift car, meaning it doesn't get the latest looks, but its blend of space, versatility, quality and a wonderfully dynamic driving experience (at odds with the car's size and shape) adds up to the best family crossover SUV there is, pound-for-pound.

Elegance is the top-of-the-line specification, so it comes with full leather upholstery, as well as

heated front seats, parking sensors and Bluetooth connectivity. There's also a touchscreen infotainment system, plus xenon lights and alloy wheels.

And with our annual Driver Power satisfaction survey making it emphatically clear that owners love their Yetis, on the second-hand market it's quite simply one of the best family cars money can buy.

PRICE NOW £11,295 2011/61-REG, 75K



PERFORMANCE PORSCHE CAYMAN

WITH prices of the earliest Cayman S models coming down into mid-level supermini territory, a Porsche that some people regard as a better balanced – and therefore more enjoyable – sports car than the 911 is phenomenal value. Its grip and steering are the stuff of endless superlatives, and while comfort wasn't a priority for the brand's engineers, the ride is not back-breaking.

The Cayman doesn't have much standard kit, and some of the early switchgear looks and feels low-rent now, but if you're after driver engagement above all else, you'll live with those things.

PRICE NOW £13,500 2006/55-REG, 61K

PRICE NEW: £44,250

MODEL: CAYMAN 3.4 S

ENGINE: 3.4-LITRE FLAT-SIX, 291BHP

CO₂/ROAD TAX: 254G/KM/£485

ECONOMY: 26.6MPG

EURO NCAP: N/A



LUXURY VW PHAETON

IT'S a long-standing car industry cliché to open up any discussion about the Volkswagen Phaeton by referring to it as "the best-value used car ever made", owing to its staggering depreciation. And while that's only partly true (all luxury cars depreciate heavily), it's telling that a Golf GTI of similar age will cost about the same.

Yet what really impresses is the Phaeton's superb engineering. VW spared no expense in making one of the world's best luxury cars, and this big saloon oozes quality. Look past the mainstream badge; it's one of the big car bargains of the decade.

PRICE NOW £14,500 2010/10-REG, 54K

PRICE NEW: £42,757

MODEL: PHAETON 3.0 V6 TDI 4MOTION

ENGINE: 3.0-LITRE 6CYL, 221BHP

CO₂/ROAD TAX: 259G/KM/£500

ECONOMY: 29.4MPG

EURO NCAP: N/A



BUSINESS JAGUAR XF

ANNUAL sales of the XF have climbed every year since its launch, and it's not hard to see why. The Jaguar has a top-quality cabin with a touch of theatre – such as the revolving air vents on start-up – and it focuses on refinement rather than driving fun, making even the 2.2-litre diesel a quiet long-distance companion.

With 187bhp this is a fairly quick machine, but it's cheap to insure and run. Be aware, though, that the SE doesn't include satellite navigation – vital in this market sector – so it may be worth spending a little more money on an SE Business model, which does.

 **PRICE NOW** £14,990 2011/61-REG, 75K

PRICE NEW: £30,950
MODEL: XF 2.2D SE
ENGINE: 2.2-LITRE 4CYL, 187BHP
CO₂/ROAD TAX: 149G/KM/£145
ECONOMY: 52.3MPG
EURO NCAP: ★★★★★



4X4 VOLKSWAGEN TOUAREG

IN many ways the Touareg springs no surprises, because it has all the virtues of any other VW: logical cabin layout, top-notch quality, great refinement and a slightly bland personality. Yet this is VW at its most comforting best, and one of the most understated big SUVs on the road.

If that appeals, then £14,000 for so much impressive engineering and ability is money well spent. Compared to updated versions, this Touareg's cabin is a little fussy, and its older V6 TDI is jarringly uneconomical, but buyer prudence will find a good, low-mileage example that shouldn't prove too expensive to maintain.

 **PRICE NOW** £14,000 2010/59-REG, 77K

PRICE NEW: £35,145
MODEL: TOUAREG 3.0 V6 TDI AUTO
ENGINE: 3.0-LITRE V6, 236BHP
CO₂/ROAD TAX: 196G/KM/£265
ECONOMY: 38.2MPG
EURO NCAP: ★★★★★



FAMILY KIA OPTIMA

THE Kia Optima pulls off the unique trick of being a stand-out car without standing out in any one area. It looks good and is rare on UK roads – but that's because it's not a huge-seller – and it matches rather than exceeds the standards set by the class-leading saloons.

There's loads of kit in mid-spec 2 Luxe trim, though, including 18-inch alloys, dual-zone climate control plus auto wipers and lights. At this price you'll feel like you've got your money's worth, especially given its interior space and seven-year warranty. It's cheap to run, too.

 **PRICE NOW** £10,500 2012/12-REG, 35K

PRICE NEW: £21,695
MODEL: OPTIMA 1.7 CRDI 2 LUXE
ENGINE: 1.7-LITRE 4CYL, 134BHP
CO₂/ROAD TAX: 128G/KM/£110
ECONOMY: 57.6MPG
EURO NCAP: N/A

GREEN CHOICE CUTTING YOUR BILLS



VAUXHALL AMPERA

THE Ampera blends futuristic looks inside and out with a petrol-electric drivetrain that uses a 1.4-litre engine as a generator for an electric motor, rather than to drive the wheels.

It makes for an odd experience where engine speed doesn't correlate to road speed – but it also equates to 235.4mpg. Even after the £5,000 EV grant it's costly new, however, so at less than half price it's a much better prospect used. Some will prefer a conventional diesel, but this is still a good-value choice.

 **PRICE NOW** £14,995 2012/12-REG, 19K

PRICE NEW: £35,495
MODEL: AMPERA ELECTRON
ENGINE: 148BHP ELECTRIC MOTOR/1.4-LITRE 4CYL, 84BHP
CO₂/ROAD TAX: 27G/KM/£0
ECONOMY: 235.4MPG
EURO NCAP: ★★★★★



BUSINESS AUDI A6

PRICE NEW: £30,145

MODEL: 2.0 TDI SE

ENGINE: 2.0-LITRE 4CYL TURBODIESEL, 175BHP

CO₂/ROAD TAX: 129G/KM/£110

ECONOMY: 57.6MPG

EURO NCAP: ★★★★★

COMPETITION is fierce in the large executive saloon market, where high CO₂ emissions figures can mean big company car tax bills. But as subtly revised models replace yesterday's fleet favourites, private buyers looking to pick up a bargain can turn to used German four-door cars as a cheap and cheerful way into premium motoring.

Audi's current A6 is a strong performer, serving up a cost-effective mix of power and efficiency. The 175bhp 2.0 TDI engine is punchy yet refined for a four-cylinder, while CO₂ emissions of 129g/km mean it will cost £100 to tax.

This A6 has been on sale for four years now with minimal changes, so you'll get a decent level of equipment suited to business users – especially the intuitive MMI multimedia interface controlled by a central rotary dial. The cavernous interior feels upmarket and refined, and is comfortable for long journeys. Just watch out for cars with rock-hard S line suspension – SE-spec versions ride better.

PRICE NOW £15,000 2011/61-REG, 47K



BEST BUYS £15,000-£20,000

AT THIS PRICE, TOP EXECS TO SPORTS CAR LEGENDS ARE WITHIN REACH



4X4 BMW X5

THE BMW X5 has always been an SUV that aims to deliver a thrilling driving experience. There's plenty of grip and superb body control, giving it a planted feel through corners, and even on standard road tyres there's enough in the way of rugged ability for most needs.

The interior is slick – helped by an improved iDrive system and a large colour multimedia screen – and we found a 2010 X5 30d SE for £18,700. It's the pick of the range, with BMW's silky-smooth 3.0-litre turbodiesel delivering lots of low-down torque and reasonable running costs.

PRICE NOW £18,700 2010/10-REG, 73K

PRICE NEW: £43,980

MODEL: XDRIVE 30D SE

ENGINE: 3.0-LITRE 6CYL TURBODIESEL, 241BHP

CO₂/ROAD TAX: 195G/KM/£265

ECONOMY: 38.2MPG

EURO NCAP: ★★★★★



LUXURY JAGUAR XJ

AFTER years of Jaguar's traditional design language, the current XJ marked a big styling departure for the brand, with the flagship model shaking off the country club image and trading it for a modern, vodka bar vibe.

The 3.0-litre diesel Premium Luxury model is our pick of the range thanks to its cocooning cabin and nimble chassis. The ride is on the sporty side, but it's still comfortable, and thanks to the plush interior, you're left feeling fresh after every journey. With the potential to return 41mpg and go from 0-60mph in 6.4 seconds, the V6 engine is a star.

PRICE NOW £19,950 2010/10-REG, 78K

PRICE NEW: £38,600

MODEL: 3.0D PREMIUM LUXURY

ENGINE: 3.0-LITRE V6 TURBODIESEL, 271BHP

CO₂/ROAD TAX: 189G/KM/£265

ECONOMY: 41.2MPG

EURO NCAP: N/A



TESTER'S NOTES
 "Few cars can match the A6's superb interior. Slick design and top-notch finish mean it's a cut above rivals."

JAMES BACHELOR
 NEWS EDITOR



FUN PORSCHE 911

PORSCHE'S 911 has ruled the sports car roost for years, and despite challenges from Audi and Aston Martin, the rear-engined legend has always emerged on top. With prices of 997-generation models now below £20,000, the more powerful 911 Carrera S is an affordable, iconic sports car.

Porsche's flat-six engine churns out 355bhp, which makes for a 0-60mph sprint time of 4.8 seconds. There's the option of four-wheel drive for all-weather security, but the rear-driven car is purer with a delicious steering feel and a pointy front end. Both are equally fun, though, and available for the price of a new family hatch.

PRICE NEW: £69,900

MODEL: CARRERA S

ENGINE: 3.8-LITRE FLAT-SIX, 355BHP

CO₂/ROAD TAX: 283G/KM/£500

ECONOMY: 24.5MPG

EURO NCAP: N/A

PRICE NOW £19,990 2005/55-REG, 79K



HOT HATCH VOLKSWAGEN GOLF R

THE ultra hot hatch is a recent phenomenon that has manufacturers cramming more power and technology into their regular, everyday family cars. The VW Golf R arguably started that craze.

But with more power and a heavy four-wheel-drive system, the R lost a little bit of the cheaper GTI's finesse. Still, there's massive all-weather potential on offer here, and with the solid interior of the Mk6 Golf brought to life by a few racier touches, this will be a docile car for the school run but a thrill on typical British B-roads at around half of its original price.

PRICE NEW: £30,345

MODEL: GOLF R

ENGINE: 2.0-LITRE
 4CYL TURBO, 267BHP

CO₂/ROAD TAX: 199G/KM/£265

ECONOMY: 33.2MPG

EURO NCAP: ★★★★★

PRICE NOW £15,800 2010/10-REG, 39K

THE GREEN CHOICE



LEXUS RX 450H

LUXURY hybrid cars don't need to cost the earth, as the Lexus RX 450h proves. It was the first premium hybrid SUV on sale, and early third-generation cars have now lost more than half of their value. We found a 69,000-mile SE-spec car for £18,995.

Compared to modern hybrids, the RX's 1.2-mile electric-only range is poor and its 446-litre boot small, but what you do get for a good price are low running costs, generous standard equipment and excellent refinement.

PRICE NEW: £41,600

MODEL: 400H SE

ENGINE: 3.5-LITRE V6
 PETROL-ELECTRIC, 295BHP

CO₂/ROAD TAX: 148G/KM/£145

ECONOMY: 44.8MPG

EURO NCAP: N/A

PRICE NOW £18,995 2009/59-REG, 69K



COUPE BMW 6 SERIES

BUYING a diesel coupé doesn't mean you have to compromise when it comes to performance, as the BMW 640d proves. Surprisingly, it's actually faster in the sprint from 0-60mph than its 640i petrol equivalent, thanks to the massive 630Nm peak torque output that's available low down in the rev range, from a mere 1,500rpm.

If the diesel model beats the petrol car for performance, it positively annihilates its stablemate for fuel economy. BMW claims that the 640d will return up to 54.3mpg, while the 640i can muster only 38.2mpg – and with CO₂ emissions as low as 143g/km, it'll be £80 a year cheaper to tax.

Values of BMW's sleek four-seat coupé have steadily fallen away, to the point where entry into a big, premium, German two-door such as the 640d is now incredibly affordable. We spotted a 2012 model for sale with only 23,000 miles on the clock for £29,890. This is towards the top end of this price range, but with a new car costing £63,130, and boasting a fair amount of equipment as standard, the 640d coupé represents a lot of flash for not much cash.

PRICE NEW: £62,080

MODEL: 640D

ENGINE: 3.0-LITRE 6CYL, 309BHP

CO₂/ROAD TAX: 143G/KM/£145

ECONOMY: 54.3MPG

EURO NCAP: N/A

PRICE NOW £29,890 2012/12-REG, 23K



BEST BUYS £20,000-£30,000

AT THIS PRICE, SOME OF THE FINEST CARS IN THE WORLD CAN BE YOURS



4X4 RANGE ROVER SPORT

IF you like your SUVs with a little more style than the norm, the Range Rover Sport is about the best there is. We found some great-value facelifted cars on sale second-hand for less than £27,000, all with the desirable TDV6 diesel.

This engine gives more than enough power for day-to-day use, and economy is fair at 33.2mpg, although expect closer to the mid-20s on average. It might not be quite as good off-road as the regular Range Rover, but on tarmac the Sport feels that bit more responsive. Better still, it boasts similar towing capacity and just as much refinement.

PRICE NEW: £53,995

MODEL: SPORT 3.0 TDV6 HSE

ENGINE: 3.0-LITRE V6 DIESEL, 208BHP

CO₂/ROAD TAX: 224G/KM/£285

ECONOMY: 33.2MPG

EURO NCAP: N/A

PRICE NOW £26,667 2011/60-REG, 45K



PERFORMANCE MERCEDES SLK

BIG engines shoehorned into small cars often dominate the driving experience, and the Mercedes SLK 55 AMG two-seater convertible is no different. The snarling 355bhp 5.4-litre V8 engine will push the roadster from 0-60mph in 4.8 seconds. It sounds glorious, too.

The AMG is about more than mere performance, however. It has a reasonable-sized boot, while the seven-speed automatic gearbox gives great cruising potential as well, hampered only by the 23.5mpg average economy. Expect less around town or if you're using all the performance.

PRICE NEW: £51,585

MODEL: SLK 55 AMG

ENGINE: 5.4-LITRE V8, 355BHP

CO₂/ROAD TAX: 288G/KM/£500

ECONOMY: 23.5MPG

EURO NCAP: ★★★★★

PRICE NOW £24,950 2009/59-REG, 25K



TESTERS' NOTES

"If you can stomach the fuel bills, then the petrol-powered 640i and 680i represent even bigger bargains."

JAMES DEAN
ROAD TEST EDITOR



LUXURY BENTLEY FLYING SPUR

LUXURY cars don't all come with six-figure price tags – buying second-hand is the smart, affordable way to avoid huge depreciation and get into a premium car for little more than the price of a diesel family saloon.

Take the Bentley Flying Spur; it's more than £100,000 new, but you can now pick up this prestige limo for a touch more than a top-spec Ford Mondeo. Averaging 16mpg, it'll cost significantly more than a family saloon to run, but you're getting a silky 6.0-litre W12 and imperious refinement, plus plenty of handcrafted luxury, for around a quarter of its original price.

PRICE NEW: £115,000

MODEL: FLYING SPUR

ENGINE: 6.0-LITRE W12, 552BHP

CO₂/ROAD TAX: 423G/KM/£500

ECONOMY: 16.0MPG

EURO NCAP: N/A

 **PRICE NOW** £28,999 2005/05-REG, 49K



CONVERTIBLE JAGUAR XK

CONVERTIBLE motoring can be a thrill, but it's even better when there's a beautiful soundtrack – and few drop-tops sound better than this Jag.

Newer versions of the supercharged XKR are out of reach if you have £30,000 to spend, but this'll buy a 5.0-litre V8 XK. The roaring engine gives a delicious soundtrack, yet the compliant ride, hide trim and well insulated drop-top make it a great long-distance cruiser. Beware of minor drawbacks, however, including the small, awkwardly shaped boot and ageing cabin. On the plus side, tried-and-tested mechanicals should give no trouble.

PRICE NEW: £62,500

MODEL: XK

ENGINE: 5.0-LITRE V8, 380BHP

CO₂/ROAD TAX: 264G/KM/£500

ECONOMY: 25.2MPG

EURO NCAP: N/A

 **PRICE NOW** £29,000 2010/10-REG, 30K

GREEN CHOICE CUTTING YOUR BILLS



MERCEDES E-CLASS HYBRID

THE E300 Hybrid hasn't long been on sale, but with used cars fetching £17,000 less than list you can now make a sizeable saving on one of the most refined, efficient hybrids around.

The car we found had done 31,000 miles, yet the E-Class's cabin is hard-wearing and the mechanicals proven. The diesel/electric powerplant serves up decent performance: 228bhp means 0-60mph in 7.5 seconds, so it's an efficient, premium saloon that's cheap to run but doesn't require daily compromises.

PRICE NEW: £39,645

MODEL: E300HYBRID

ENGINE: 2.1-LITRE 4CYL
DIESEL-ELECTRIC, 228BHP

CO₂/ROAD TAX: 107G/KM/£20

ECONOMY: 68.9MPG

EURO NCAP: ★★★★★

 **PRICE NOW** £22,900 2012/62-REG, 31K



TESTER'S NOTES...
 "Range Rovers are tough, but the gearbox can fail. Check for noises and ensure it's had regular oil changes."

Jack Rix
 ASSOCIATE EDITOR



BEST BUYS £30,000-PLUS

BLOW THE BUDGET, AND SOME TRULY AMAZING CARS CAN BE YOURS



COUPE ASTON MARTIN DB9

FOR years Aston Martin has been voted the coolest brand in the car world, thanks in part to the DB9. The gorgeous coupé marries a burbling V12 to a smooth automatic box and a cossetting interior to give huge continent-crossing potential.

In the 11 years it's been around, the styling may not have changed much, but the DB9 has been gradually updated, giving it more power and sharper handling. Of course, Aston ownership isn't cheap – £65,000 will buy you a 2010 model – although many DB9s are only used as weekend cars, so few will have covered serious mileage.

PRICE NEW: £122,445
MODEL: DB9
ENGINE: 6.0-LITRE V12, 470BHP
CO₂/ROAD TAX: 368G/KM/£500
ECONOMY: 19.3MPG
EURO NCAP: N/A

PRICE NOW £64,495 2010/10-REG 18K



PERFORMANCE AUDI R8

THE R8 was Audi's first attempt at cracking the supercar class, and a hostile shot across the bows of the Porsche 911. It combines the brand's traditional immaculate build quality with a touch more design flair and driver engagement.

Around £60,000 will buy you an R8 V10, but £40,000 will get you the keys to the equally desirable V8. You'll never tire of the 414bhp 4.2-litre engine's noise and performance, while the four-wheel-drive chassis delivers entertaining handling. The R8 is also usable every day, with good visibility and a decent-sized boot.

PRICE NEW: £78,195
MODEL: R8 V8
ENGINE: 4.2-LITRE V8, 414BHP
CO₂/ROAD TAX: 349G/KM/£500
ECONOMY: 19.3MPG
EURO NCAP: N/A

PRICE NOW £39,995 2008/57-REG, 75K

4X4 RANGE ROVER

PRICE NEW: £84,320

MODEL: TDV8 AUTOBIOGRAPHY

ENGINE: 3.8-LITRE V6 DIESEL, 309BHP

CO₂/ROAD TAX: 253G/KM/£500

ECONOMY: 30.1MPG

EURO NCAP: ★★★★★

WHAT if we said you could have all the luxury, refinement and off-road ability of a Range Rover that's barely four years old for less than £40,000? You'd barely believe us – and we could hardly believe it until we checked the price guides!

The arrival of the current-generation Range Rover late in 2012 has hit second-hand values of the previous car, and it means the market is awash with attractively priced low-mileage models – like the Autobiography we spotted.

Last-of-the-line TDV8 versions such as this are now hovering around half of their original list price, and they're the pick of the line-up, with the lovely, smooth 309bhp 3.8-litre diesel engine delivering effortless power. By comparison, a brand new Range Rover SDV8 Vogue costs £80,850.

Expect lots of equipment in that sumptuous interior, and you'll never fail to be impressed by how a car that rivals a Mercedes S-Class for luxury can take the most challenging terrain in its stride. But bear in mind that while a second-hand Range Rover might look like a snip to buy, it won't necessarily be cheap to run – claimed economy stands at 30.1mpg, but if you push the diesel hard or use the car off-road, you're unlikely to match this. Servicing and things like tyres will be pricey, too.

Still, with an accomplished ride, amazing cruising ability and a peerless image, many buyers will be able to overlook this.

 **PRICE NOW** £38,546 2011/11-REG, 46K



STYLE MASERATI QUATTROPORTE

FOR the price of a brand new Audi A6 3.0 TDI automatic you could be driving around in a V8 Maserati with bags of style – buy wisely and a luxury lifestyle on the road doesn't have to cost as much as you think.

The naturally aspirated 400bhp V8 sounds glorious and delivers a thumping hit of performance, taking the Quattroporte from 0-60mph in 5.7 seconds. But it'll also hit your bank balance. Even official figures show the 4.2 can't quite crack 20mpg. Still, next to luxury saloons from Audi, BMW and Mercedes, the Maserati has the edge in terms of character.

PRICE NEW: £79,555

MODEL: 4.2

ENGINE: 4.2-LITRE V8, 400BHP

CO₂/ROAD TAX: 345G/KM/£500

ECONOMY: 19.2MPG

EURO NCAP: N/A

 **PRICE NOW** £39,990 2010/60-REG, 41K



LUXURY ROLLS-ROYCE PHANTOM

FEW manufacturers can claim to make the best car in the world, but Rolls-Royce is one of them. When it returned with the Phantom in 2003, it redefined what was possible in the luxury saloon sector, and now you can buy a Roller like this with a big saving over new.

Today, the car is difficult to spot from the subtly facelifted current model, and the 6.75-litre V12 engine is similar and beautifully refined, too. The Phantom is also surprisingly agile for its size and is enjoyable to drive, even if most owners tend to spend more time in the back.

PRICE NEW: £250,000

MODEL: PHANTOM

ENGINE: 6.75-LITRE V12, 453BHP

CO₂/ROAD TAX: 385G/KM/£500

ECONOMY: 17.8MPG

EURO NCAP: N/A

 **PRICE NOW** £94,995 2003/53-REG, 33K

GREEN CHOICE CUTTING YOUR BILLS



BMW ACTIVEHYBRID 7

BMW's hi-tech i electric cars can trace their roots back to the company's earlier exploits with hybrid technology. The ActiveHybrid 7 combined a characterful six-cylinder petrol engine with an electric motor, giving a total of 349bhp and 158g/km CO₂ emissions.

More importantly, savage depreciation makes the big BMW a serious bargain. We found an ActiveHybrid 7 less than one year old with only 1,500 miles on the market for £41,950 – around £25,000 cheaper than new.

PRICE NEW: £69,300

PRICE NOW: £41,950

MODEL: ACTIVEHYBRID 7

ENGINE: 3.0-LITRE 6CYL PETROL/ELECTRIC, 349BHP

CO₂/ROAD TAX: 158G/KM/£170

ECONOMY: 41.5MPG

EURO NCAP: N/A

 **PRICE NOW** £41,950 2014/64-REG, 1.5K



F1 TECH McLaren 12C

PRICE NEW: £168,500

MODEL: 12C

ENGINE: 3.8-LITRE TWIN-TURBO V8, 592BHP

CO₂/ROAD TAX: 279G/KM/£500

ECONOMY: 24.2MPG

EURO NCAP: N/A

WHEN McLaren launched its game-changing 12C supercar in 2011, it sent a message of intent to its nemesis, Ferrari. The British brand's best known for its racing, and its first mass-production car has been the 458's closest rival ever since.

F1-derived technology, including a carbon-fibre chassis, is matched by an equally exotic drivetrain. The car's 3.8-litre twin-turbo V8 engine originally produced 592bhp, but was later upgraded to 616bhp. The 12C also boasts a lightning-fast dual-clutch gearbox that helps it to accelerate from 0-62mph in just 3.3 seconds and up to a top speed of 205mph.

It wasn't just the performance that saw McLaren arrive on the supercar scene with a bang, either – clever, electronically adjustable suspension allows the 12C to be as firm as a racer one minute and as soft and forgiving as a Rolls-Royce the next.

The stunning looks are tempting, but although you might be able to pick up a used example with a significant saving over the original £168,500 list price, it's still going to be costly to run.

PRICE NOW £103,950 2012/12-REG, 13K



BEST BUYS SUPERCARS

SAVE BIG ON THE GREATEST NAMES IN THE PERFORMANCE CAR WORLD



THOROUGHbred FERRARI 458

AS a used supercar purchase, the Ferrari 458 offers it all: badge appeal, smoldering looks and huge performance. Many 458s will have been specified with myriad options when new, so buying second-hand is a smart way to avoid eye-watering extra costs and huge depreciation.

It'll still set you back a significant sum, but at around the £120,000 mark, you'll have plenty of used choice at just over 50 per cent of the list price. For one of the best Ferraris ever with a screaming 562bhp 4.5-litre V8, it's an attractive proposition – just make sure you budget for running costs.

PRICE NEW: £178,551

MODEL: 458

ENGINE: 4.5-LITRE V8, 562BHP

CO₂/ROAD TAX: 307G/KM/£500

ECONOMY: 21.2MPG

EURO NCAP: N/A

PRICE NOW £116,490 2010/10-REG, 11K



BIG BRIT BENTLEY CONTINENTAL GT

BEFORE the Continental GT, Bentley was known for big, luxury saloons. But the coupé opened the brand up to a new youthful audience. The GT Speed is the most powerful version, with its huge 6.0-litre twin-turbo W12 engine uprated to 602bhp.

It blends effortless performance with superb levels of comfort and a beautifully handcrafted interior. The 0-62mph sprint takes 4.3 seconds – impressive given the GT's considerable weight – but you'd never know it, as it's so refined. However, economy is poor, with around 15mpg on a cruise and less if you fully exploit the 602bhp engine.

PRICE NEW: £141,300

MODEL: GT SPEED

ENGINE: 6.0-LITRE TWIN-TURBO W12, 602BHP

CO₂/ROAD TAX: 396G/KM/£500

ECONOMY: 17.0MPG

EURO NCAP: N/A

PRICE NOW £56,890 2008/58-REG, 27K


TESTERS' NOTES

"At this end of the market, it's difficult to find a true half-price hero, but the savings offered here still look very tempting."

JAMES DEAN
ROAD TEST EDITOR



4WD FUN LAMBORGHINI GALLARDO

THE Gallardo was designed as Lamborghini's entry-level model, but it's every bit as exciting as the brand's wild flagship hypercars. Featuring outlandish looks, a howling, mid-mounted V10 engine and savage performance, the Italian two-seater delivers some seriously intoxicating thrills.

Yet thanks to its four-wheel-drive transmission and the influence of parent brand Audi, the Gallardo handles sweetly and is surprisingly robust. Despite its popularity when new, prices for the Gallardo are starting to harden, as buyers have realised this is a classic of the future. So snap up a bargain now, before it's too late.

PRICE NEW: £117,000
MODEL: GALLARDO
ENGINE: 5.0-LITRE V10, 493BHP
CO₂/ROAD TAX: 450G/KM/£500
ECONOMY: 14.5MPG
EURO NCAP: N/A

 **PRICE NOW** £65,995 2004/54-REG, 32K



ALL-ROUNDER PORSCHE 911

IF you want a devastatingly effective all-weather supercar, then look no further than the Porsche 911 Turbo. The brand has honed and evolved its turbocharged 911 over the years to the point where, with four-wheel drive and the option of either a manual or PDK automatic box, it's as much at home on the road as on the race track.

Around £63,000 will buy you a well looked after standard 2009 Turbo with 493bhp at its disposal, allowing it to sprint from 0-62mph in just 3.3 seconds. If you want even more oomph, then opt for the more powerful Turbo S model.

PRICE NEW: £99,678
MODEL: TURBO
ENGINE: 3.8-LITRE FLAT-SIX TWIN-TURBO, 493BHP
CO₂/ROAD TAX: 272G/KM/£500
ECONOMY: 24.4MPG
EURO NCAP: N/A

 **PRICE NOW** £62,995 2009/59-REG, 40K



CLASSIC MERCEDES SLR McLAREN

ALTHOUGH the Mercedes SLR McLaren has been around for more than a decade now, its styling is no less shocking – which makes it the perfect outrageous used supercar choice.

The supercharged 5.4-litre V8's soundtrack matches the car's looks, plus it's a member of the 200mph club. This product of a short-lived collaboration between Mercedes and McLaren still treads the line between visceral sports car and relaxed GT beautifully, and with second-hand values now hovering around £180,000, it could be a brilliant investment.

PRICE NEW: £317,610
MODEL: SLR McLAREN
ENGINE: 5.4-LITRE SUPERCHARGED V8, 617BHP
CO₂/ROAD TAX: 357G/KM/£500
ECONOMY: 19.5MPG
EURO NCAP: N/A

 **PRICE NOW** £179,950 2006/06-REG, 15K



Chris Ebbs
Chris_Ebbs@dennis.co.uk
@AE_Consumer

AE WHEN fuel prices hit a peak of £1.42 per litre back in April 2012, motorists quickly tried to find the easiest way out of their large, gas-guzzling cars and into something smaller and more fuel efficient.

That resulted in used prices of big-engined, thirsty cars dropping dramatically, and the price-cut hangover still remains today.

However, what's different now is that fuel costs have fallen significantly since the mid-2012 panic, with one filling station in Birmingham even cutting the price of unleaded to less than £1 per litre.

With petrol prices expected to remain around their current low rate, or even drop further, we've scoured the classifieds to find a selection of cars that you could consider now the costs have been softened.

From high-end, luxurious limousines to powerful and iconic sports cars, not only could you get something a little different on your drive, but you could be making a decent investment on some of these cars in the process, as they enter the realm of classic status.

Dr. Velautham Sarveswaran cut petrol to under £1 a litre at his forecourt; others are set to follow, so thirsty cars look tempting



GO LARGE!

BIG, THIRSTY PETROL CARS NOW MAKE FAR MORE SENSE AS PUMP PRICES FALL, AND WE'VE FOUND SOME REAL BARGAINS



SEVEN SEATS MERCEDES GL 500

A REAL rival for the Range Rover, the Mercedes GL easily delivers on the road, even if it doesn't quite have the off-road prowess of the British 4x4.

Despite its massive size, the GL 500 covers 0-60mph in 6.3 seconds, thanks to its 5.5-litre V8.

Climb inside, and you're greeted by exactly what you'd expect from a Mercedes – plenty of clever tech and a plush finish throughout.

The price tag might look a little high, but that's a fraction of the £60,000-plus the original owner would have paid, and you're getting a massive amount of car for your cash.

PRICE NEW: £61,969
ENGINE: 5.5-LITRE V8, 382BHP
COST TO FILL UP 2012: £142
COST TO FILL UP NOW: £106

PRICE NOW £22,950 2009/59-REG, 76K



CLASS ROLLS SILVER SHADOW

THERE are few finer things in the automotive world than a Rolls-Royce, and while the modern cars boast impressive tech, it's the older models that really show off the manufacturer's attention to detail and beautiful handmade craft.

The Silver Shadow's figures look similar to those of the Bentley Turbo R – which was based loosely on the Rolls-Royce – so it clearly has pedigree.

A full tank may still look a little pricey, but there aren't many cars left in the world that will make you feel like royalty when in them, particularly if you're lucky enough to be getting a lift in the back.

PRICE NEW: £6,557
ENGINE: 6.75-LITRE V8, 190BHP
COST TO FILL UP 2012: £152
COST TO FILL UP NOW: £114

PRICE NOW £7,490 1978/T-REG, 100K



LUXURY BENTLEY TURBO R

If you're after something with the grandeur of a presidential motorcade, then the Bentley Turbo R should be right at the top of your wish list.

This model boasts the luxury that you'd expect from the British brand, but also offers a little more than a relaxing waft down the high street. Despite weighing well over two tonnes, the Turbo R was the high-performance Bentley of its time, and could go from 0-60mph in seven seconds, thanks to its 315bhp V8.

It'll still set you back a fair amount in fuel, but if you keep it back for special occasions – not just nipping out to give it a few ostentatious revs when heading to the shops for a pint of milk – then it begins to make some sense.

 **PRICE NOW** £7,395 1990/H-REG, 134K

PRICE NEW: £101,390

ENGINE: 6.75-LITRE V8, 315BHP

COST TO FILL UP 2012: £152

COST TO FILL UP NOW: £114



4X4 JEEP GRAND CHEROKEE LIMITED

WHILE a Range Rover may be the popular choice for those after a large, powerful SUV, the Jeep Grand Cherokee deserves a little more consideration than it tends to get.

The exterior may be a bit brash and too American looking for some, but climb aboard and the interior feels plush for a car of this age.

More importantly, while the Grand Cherokee might not be able to rival some of its European rivals for luxury, it's brilliant off-road, as you'd expect from a Jeep. It also represents something of a bargain in this class.

PRICE NEW: £30,995

ENGINE: 4.7-LITRE V8, 231BHP

COST TO FILL UP 2012: £110

COST TO FILL UP NOW: £83

 **PRICE NOW** £1,750 2001/51-REG, 68K



STYLE MASERATI 4200

PRICE NEW: £56,650

ENGINE: 4.2-LITRE V8, 395BHP

COST TO FILL UP 2012: £125

COST TO FILL UP NOW: £93

THE Maserati has all the hallmarks of a sleek Italian sports car: it's good looking with a wonderful V8 engine developed by Ferrari. Plus, it got a welcome boost in build quality over previous Maseratis, thanks to Maranello's input, and this only adds to the appeal of the luxurious 2+2.

If the idea of a Porsche 911 leaves you feeling a little cold, then the 4200 might

TESTER'S NOTES

"There are more capable coupés than the Maserati, but its style and snarling V8 make it hard to resist."

LESLIE HARRIS
ROAD TESTER



represent an exotic alternative. The car is now more than a decade old, but the Maserati badge, sleek lines and classy interior still offer a real sense of occasion.

 **PRICE NOW** £15,695 2004/04-REG, 53K 

STYLE ALFA ROMEO SPIDER

PRICE NEW: £29,690

ENGINE: 3.2-LITRE V6, 260BHP

COST TO FILL UP 2012: £99

COST TO FILL UP NOW: £74

YOU should know by now exactly what you're getting with an Alfa Romeo, and the Spider fits the manufacturer's mould perfectly. There's the textbook sharp design, the charismatic engines and the boldly styled interior.

Where the Spider begins to stand out from some of its predecessors is in terms of reliability, as it brings a big improvement – although it's still not a completely safe bet.

The V6 engine sounds fantastic – even more so with the top down – and, at today's prices, this car will cost you the same as a standard German saloon to fill up. We know which we'd rather have.

TESTERS' NOTES...

"The Alfa's seductive lines hide humble hatch underpinnings, so it should be relatively hassle-free to run."

JAMES PROSSER
ROAD TEST EDITOR



PRICE NOW £8,950 2007/56-REG, 55K



SEX APPEAL ASTON MARTIN DB7

THE DB7 is not just a good-looking Aston Martin; it's widely regarded as having saved the brand. It became Aston's most successful production model ever before being replaced by the DB9.

There's an excellent compromise between handling and ride quality in the DB7, and the supercharged straight-six engine is wonderful.

What really sets it apart from some of its more modern brothers is that it feels like one of the last original Aston Martins, even if large parts of it were borrowed from the Jaguar XJS. It's also one of the more affordable models currently on the market.

PRICE NEW: £82,500

ENGINE: 3.2-LITRE 6CYL, 335BHP

COST TO FILL UP 2012: £126

COST TO FILL UP NOW: £94

PRICE NOW £18,000 1997/P-REG, 67K



PERFORMANCE PORSCHE 928 S4

MENTION the word Porsche, and most people's will immediately think of the 911 – but the 928 offers something a little different.

This car was actually created to replace the 911, although it never quite worked out like that. Still, the S4 model was a technical masterpiece at launch in 1987, and the V8 engine was pushed from the original 4.5 to 5.0 litres, which only made it sound better and further boosted performance.

It might not be everyone's first-choice Porsche, but with the 928 you get an alternative that looks just as good and will cruise effortlessly.

PRICE NEW: £55,441

ENGINE: 5.0-LITRE V8, 316BHP

COST TO FILL UP 2012: £122

COST TO FILL UP NOW: £91

PRICE NOW £13,995 1988/F-REG, 93K



MUSCLE VAUXHALL MONARO VXR

AFTER the style of the Alfa, how about something that's a bit more brutal? The Vauxhall Monaro VXR should fit the bill.

Essentially a rebadged Holden from Australia, the Monaro is a noisy 6.0-litre beast that's all about power rather than precision. Fortunately, that gives it enough charm and fun factor to warrant your interest.

The best thing about the Vauxhall, other than its 398bhp output, is that it's plummeted in value. So, even before fuel prices got out of hand, it was already struggling to hold its price – making it an even better used buy now.

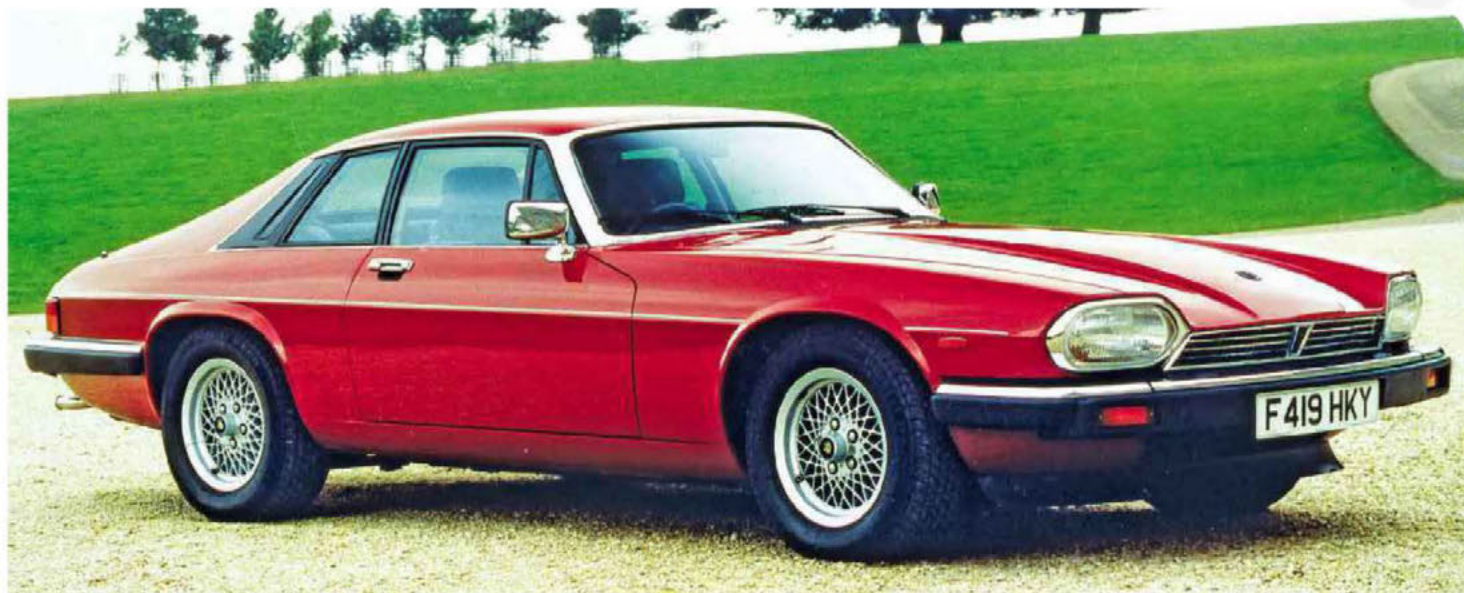
PRICE NEW: £37,040

ENGINE: 6.0-LITRE V8, 398BHP

COST TO FILL UP 2012: £107

COST TO FILL UP NOW: £80

 **PRICE NOW** £8,996 2006/56-REG, 121K



CLASSIC JAGUAR XJS

WITH its unmistakable long bonnet, this luxury grand tourer stood the test of time for more than two decades, as Jaguar built various versions of the XJS from 1975 to 1996. And it's easy to see why – while there's a whiff of the seventies about it, this is still a smart-looking and stylish car.

You can find models with smaller engines, but if you're going to dip your toe into XJS ownership, you may as well go the whole hog and buy a powerful 5.3-litre version now that the cost of filling up the tank has dipped below the £100 mark. Plus, with values hardening, this Jag is beginning to look like a decent investment in the long run, as we predicted it would in Issue 1,319.

PRICE NEW: £34,200

ENGINE: 5.3-LITRE V12, 295BHP

COST TO FILL UP 2012: £126

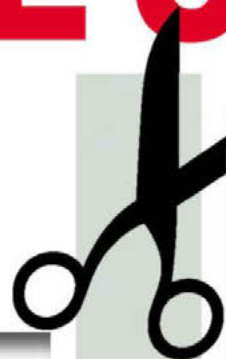
COST TO FILL UP NOW: £94

 **PRICE NOW** £4,990 1989/G-REG, 55K

CUTTING THE CO

WE'VE SHOWN HOW YOU CAN SAVE BIG ON YOUR NEXT CAR – NOW, WE REVEAL WHAT YOU CAN DO TO SLASH YOUR EVERYDAY MOTORING BILLS

AE EVEN if you've bagged a bargain with one of the Half-Price Heroes we've picked out over the past 32 pages, running that car isn't cheap. The cost of ownership is never-ending, whether it's fuel, insurance, breakdown cover, repairs or maintenance. So while we all know how to hunt for a good deal in the classifieds or haggle on the list price, what can you do to slash the costs of motoring altogether? Our handy tips reveal how to keep control of your finances...



BREAKDOWN

PAYING for cover on the off-chance your car might break down can seem a waste, but the peace of mind it brings is hard to beat. There are plenty of recovery firms – you just need to find the best. Our Driver Power ownership survey regularly ranks GEM Motoring Assist at the top, but do check a few things before taking out a fresh policy.

If you've bought a car new, a year's breakdown cover may be included. Makers such as Audi, Kia, Ford and Citroen have all done deals. Breakdown cover can often be netted as part of an insurance policy, too. It'll be offered as an add-on – often free – that'll sweeten the premium and work out cheaper than a standalone annual breakdown product.

Banks do the same. Nationwide, Lloyds and Halifax are among those who offer paid-for accounts with breakdown policies, often alongside travel and phone cover.

It's a similar situation with household insurance, which will sometimes include breakdown cover with a policy.



FUEL

THE cost of fuel might be at a five-year low, but it's still expensive if you're doing high mileage or have a thirsty engine. The simplest way to limit how much you're paying is to find a garage that's offering a decent price, as retailers can fluctuate by 20p per litre. Locate the cheapest by visiting a site like Petrolprices.com, which will show you the lowest pump prices within a 10-mile radius.

The supermarket price war has also helped to drive down costs, and some leading grocery brands will offer special fuel-saving deals when you spend a certain amount in store. If you're doing a weekly shop, it's worth going somewhere that'll reward you with vouchers. Loyalty cards – such as Nectar or Tesco Clubcard – can also net you some savings over the long term.

Some banks are getting in on the action, offering cashback cards. The 123 account from Santander will give you money back when you fill up, although you'll be capped per month and have to pay an admin fee for the account.



INSURANCE

WHILE the minimum insurance cover you require in order to drive legally on UK roads is third-party, surprisingly it's not always the cheapest option. Fully comprehensive policies can often cost less despite offering more, so make sure you get a quote for both.

And while driving fewer miles will cut wear and tear on your car and reduce fuel bills, it'll also help with the insurance premium. If you travel less and can accurately predict your mileage on your policy, you'll pay less annually.

Taking out a policy with a higher excess is also worth considering. When you make a claim for less than £500 worth of damage, it can increase the future cost of insurance and invalidate your no-claims bonus, so it's not always worthwhile. Set the excess over £500 and your annual premium will fall.

Of course, the best advice for cutting insurance in general is to shop around. Loyalty is rarely rewarded in the industry, so come renewal time get fresh quotes before signing up.



MAINTENANCE

RECENT figures show one in 10 drivers struggles to pay for their car's upkeep and is driving around in an unsafe vehicle. Avoid falling into that bracket; consider some of these solutions.

MoTs are a yearly cost, yet while the test fee's capped at £54.85, you needn't pay the full amount. KwikFit and Halfords do them for £30.

It's post-MoT repairs that really hit hard, so use a council-run test centre. They've no vested interest in seeking unnecessary, costly repairs – unlike some unscrupulous garages.

To avoid failure, do some basic pre-test checks. Faulty bulbs, wipers or tyre tread depth and pressures can all fall foul, but are cheap and easy to fix yourself.

Need new tyres? Hunt around for a discount. Our tests have shown Blackcircles.com is a good place to get up to 40 per cent off major brands.

Finally, consider a servicing package. If you're buying a car – new or used – from a dealer, think about taking up a monthly payment deal that'll fix the cost of maintenance over three years. This'll avoid an unexpected outlay 12 months down the line.



ST OF MOTORING



**50%
OFF**

Auto Express half-price offer

TO celebrate our Half-Price Heroes feature, you can start a trial subscription to Auto Express for half price. Turn to Page 129 for full details on how to get six copies for only 50p. You'll ensure you never miss an issue of Britain's biggest-selling weekly car magazine with free delivery to your door each week and – beyond your six issue trial – you'll still get a 46 per cent saving on the shop price.



Plug and play



Audi A3 Sportback e-tron

Price: £29,950 **Engine:** Electric motor/1.4-litre 4cyl, 201bhp

0-60mph: 7.9 seconds **Test economy:** 32.2mpg/7.1mpl

CO₂: 37g/km **Annual road tax:** £0

98 **LIVING WITH A... MAZDA 3**
After a year and nearly 32,000 miles, our man's at one with trusty steed.



100 **LIVING WITH A... HYUNDAI i10**
City car meets supermini big brother. Which is better? We decide.



Latest user-friendly plug-in cars promise great efficiency, but is Audi's new A3 e-tron hybrid a better bet than range-extending BMW and Mitsubishi?

AE ECO-friendly plug-in models are slowly gaining in popularity, so it's no real surprise that after decades of experimentation Audi has finally decided to jump on the petrol-electric bandwagon.

The new A3 e-tron is based on the classy A3 Sportback, and packages together a 1.4-litre petrol turbo and 75kW motor, while a compact

lithium-ion battery pack sits under the back seat. Its raw statistics certainly look compelling, with a 31-mile claimed electric range, CO₂ emissions of 37g/km and 176.6mpg economy.

Just as importantly, Audi says these figures don't come at the expense of the standard Sportback's space, refinement and upmarket appeal. However, there are many different

ways to package the perfect plug-in, as our other contenders here prove. Mitsubishi's rugged Outlander PHEV claims to deliver all the practicality of the standard model, but – with a 30-mile electric range – city car-humbling costs.

Completing our trio is BMW's daring i3 Range Extender, which sets the class standard for efficiency, design and driving dynamics.

Pictures: Pete Gibson Location: Hoton, Leicestershire All prices include £5,000 Government plug-in car grant



Mitsubishi Outlander PHEV GX3h

Price: £28,249 **Engine:** Two electric motors/2.0-litre 4cyl, 200bhp
0-60mph: 10.2 seconds **Test economy:** 28.9mpg/6.4mpl
CO₂: 44g/km **Annual road tax:** £0

BMW i3 with Range Extender

Price: £29,130 **Engine:** Electric motor/647cc 4cyl, 168bhp
0-60mph: 7.2 seconds **Test economy:** 63.3mpg/13.9mpl
CO₂: 13g/km **Annual road tax:** £0

MODEL TESTED: Audi A3 Sportback e-tron
PRICE: £29,950 **ENGINE:** Electric motor/1.4-litre 4cyl, 201bhp

AE AUDI'S been dabbling with hybrid tech ever since it pulled the covers off its duo concept at the 1989 Frankfurt Motor Show. However, only now has the brand put a petrol-electric model into production. The A3 e-tron is a plug-in hybrid that combines a traditional 1.4-litre petrol engine with a 101bhp electric motor to deliver claimed fuel economy of 176.6mpg and CO₂ emissions of only 37g/km.

Styling 4.0/5

SUBTLETY is the watchword with the e-tron, because it's virtually indistinguishable from a standard Sportback. Eagle-eyed enthusiasts will spot the e-tron badges, carefully reprofiled front bumper and LED headlamps, but the rest of the car is pure A3. Even the socket for the charging cable is hidden away behind the four-ringed badge – although, unlike the others here, the opening isn't illuminated, making plugging in after dark hit-and-miss.

Inside, you'll have just as much trouble identifying the newcomer as an eco-friendly hybrid. There's a power gauge in place of the rev counter and a smattering of e-tron logos, but that's about it. Still, that's no bad thing, because the A3's cabin is one of the best around.

Not only is its design slick and layout thoughtful, it's beautifully built and crammed full of top-grade materials. Highlights include the knurled metal controls for the stereo and air-con, plus the intuitive rotary controller for the MMI infotainment on the centre console. Another neat touch is the standard seven-inch high-resolution display screen that glides out of the top of the dash at the touch of a button.

Given the Audi's hefty price tag, it's no surprise to find it comes loaded with standard kit, including sat-nav, keyless entry, dual-zone climate control and a DAB radio. You even get an iPod connection, which is normally an extra-cost option on Audi models.

Driving 3.4/5

UNLIKE its rivals here, the Audi is a hybrid rather than a range extender. This means the electric motor is housed between the internal-combustion engine and six-speed twin-clutch box, letting it drive the car in battery mode alone, or assist the engine to boost performance. You can choose how the powerplant distributes its energy via the EV button on the dash, by toggling through four different driving modes: EV, Hybrid, Hold and Charge.

On a full charge, EV allows you to travel around 30 miles at speeds of up to 81mph in pure electric mode, while Hold saves battery power until you get to a city or village, where you might prefer to use the zero-emissions electric motor. Once the lithium-ion cells are

drained, Charge mode uses the engine to top them up again – although this takes a heavy toll on efficiency, with economy dropping to well under 30mpg. The default setting is Hybrid, which aims to juggle the electric and petrol motors to make best use of the available energy.

However, in practice it's not that simple. Up to 40mph the car tends to run in EV mode, but unless you're extremely sensitive with the throttle the engine fires up even when there's plenty of range left in the batteries. Worse still, the transition between electric and petrol running isn't always smooth, and more often than not there's an uncomfortable pause in the power delivery as the gearbox and various motors sort themselves out.

Still, there are few complaints about performance. With a combined output of 201bhp the Audi comfortably shrugged off its hefty 1,540kg to sprint from 0-60mph in a sprightly 7.9 seconds. And while it never feels as fast as the i3, it seems far more responsive than the Outlander. As with the standard A3, the e-tron feels safe, grippy and composed through corners – although the extra weight of the batteries means the hybrid is a little lazier to respond to the direct steering.

Refinement is good, too. There's virtually no whine from the electric motor and the TFSI petrol becomes intrusive only at high revs. Yet while the ride is generally settled, it's firm at low speed and can float over big bumps as the suspension struggles to control that weight.

Reliability 4.2/5

THE latest A3 finished our Driver Power 2014 satisfaction survey in a superb 16th place out of 150 cars, with owners praising its quality and reliability. And while the e-tron's hi-tech drivetrain is new to buyers, Audi has been developing it for years, so problems should be few and far between. Even so, the batteries are covered by a separate eight-year warranty, while the rest of the car gets the brand's standard three-year guarantee.

All e-trons have seven airbags, stability control and an active bonnet that pops up in the event of a pedestrian impact. But forward collision alert is £200 more, while blind-spot monitoring and lane-keep assist cost £900.

Running costs 3.7/5

AS with all our trio, the e-tron makes a lot of sense for business users. It has marginally the highest Benefit in Kind bills, but it'll still save higher-rate earners nearly £1,000 a year over an A3 1.6 TDI Sport S tronic. Our experts also calculate that the e-tron will retain 44.4 per cent of its value after three years, meaning it'll trade in for more than the Outlander and i3.

However, it's not all good news. Audi claims a 31-mile electric range for the A3, but during our test's cold conditions we were unable to do more than 20 miles. Also, over our varied route the e-tron returned a pretty dismal 32.2mpg. Yet as with all plug-in models, this figure will improve if you're able to plug the car in once a day and use it for short-hop commutes rather than long motorway slogs.

Exterior



TESTERS' NOTES...
"On paper, the Audi's a recipe for success. In reality, it struggles to deliver. The biggest gripe concerns the hybrid drivetrain; it just doesn't feel as well resolved as rivals'."

JAMES DODD
ROAD TEST EDITOR



Audi A3

Interior



"The subtle Audi A3 e-tron is virtually indistinguishable from a standard Sportback"



On the road

SUBTLE e-tron badges, reprofiled front bumper and LED headlights are only changes from standard A3; even charging socket is hidden away behind grille badge. Handling is grippy and composed through corners, ride is generally settled and refinement is good



e-tron



CO₂/tax
37g/km
£0 or 5%



Practicality
Boot (seats up/down)
280/1,120 litres



Performance
0-60/30-70mph
7.9/6.6 seconds



Braking
70-0/60-0/30-0mph
51.2/37.9/9.3m



Running costs
32.2mpg (on test)
£42 fill-up

TESTERS' NOTES...
"Like the Outlander, you can use the Audi's shift paddles to boost the regenerative braking effect. In Hold mode they work like normal shifters, giving you full control of the six-speed box."
LESLIE HARRIS
ROAD TESTER



Cabin

THERE aren't many clues that the e-tron's a hybrid inside, but standard A3 style and quality make this one of best hatch cabins around

Equipment

GENEROUS standard kit includes sat-nav, keyless entry, dual-zone climate control and a DAB radio



Practicality 3.8/5

GIVEN that the e-tron is based on a standard A3 Sportback, it's no surprise to find the cabin is reasonably spacious and comfortable. There's plenty of rear head and legroom, plus – as with the PHEV – the Audi is full five-seater. However, there are some compromises.

For starters, packaging the batteries under the boot floor means load capacity has shrunk by nearly 100 litres to a supermini-sized 280 litres. Worse still, there's no storage for the charging leads, so they live in a padded bag that clips on to the side of the load bay. Also, the charger itself is much bigger and bulkier than the Mitsubishi and BMW's.

On the plus side, the cable is long and the Audi needs only four hours for a full charge from a domestic supply, or two-and-a-half hours if you have a special wall-mounted fast charger installed.

Road test

Audi A3 e-tron vs rivals

MODEL TESTED: Mitsubishi Outlander PHEV GX3h
PRICE: £28,249 **ENGINE:** Two electric motors/2.0-litre 4cyl, 200bhp

AE MITSUBISHI has a reputation for building rugged, no-nonsense off-roaders, so its PHEV represents a bold technological step for the brand. Based on the standard Outlander compact SUV, it combines a traditional 2.4-litre petrol engine with a powerful electric motor and all-wheel drive. Prices range from £28,249 to £39,999, and we test the entry-level GX3h here.

Styling 2.5/5

At a glance, the PHEV looks just like a standard Outlander. That means the same boxy SUV profile, slab sides and high-riding stance. However, look closely and you'll spot the blue PHEV badges on the front wings and tailgate. You'd struggle to call the Mitsubishi handsome, but the rugged off-roader cues give it plenty of presence, while the polished alloy wheels add a touch of class.

Inside, it's functional but a little basic. The combination of gloss-black trim and silver inserts helps to lift the dash, yet the rest of the materials feel very low-rent compared to the Audi and BMW's. The PHEV's switchgear also lacks its rivals' robust feel, while the stubby gearlever seems cheap.

As with the exterior, there are very few clues to the Mitsubishi's eco-friendly status. A power gauge takes the place of a traditional rev counter, and the small TFT screen between the dials has a number of options to display the car's efficiency – but that's about it.

Unfortunately, the PHEV can't even rely on plenty of standard kit to offset the shortfall in upmarket appeal. While the GX4h model in our pictures is generously specified, the GX3h version tested feels quite spartan. Climate control, Bluetooth and electric windows are included, but there's no sat-nav or DAB radio – the A3 and i3 come with this desirable kit.

Driving 2.7/5

THE Mitsubishi's 2.0-litre petrol engine is the largest here, while the combined output of its two electric motors is an impressive 200bhp – that's 32bhp up on the i3. However, with a hefty 1,810kg kerbweight, the PHEV was comfortably outperformed by its competitors at the track, taking a leisurely 10.2 seconds to sprint from 0-60mph.

Matters don't improve out on the road, where the Outlander never feels as eager as its smaller rivals. Not only does it respond more lazily to the throttle at low speed, it's slower to accelerate when overtaking on the motorway.

On the plus side, when left to its own devices the hybrid system is smoother than the Audi's. Despite a similar range in battery mode, the Mitsubishi's generator is far less

likely to kick in while there's still power in the cells. And when it does fire up, there's none of the jerkiness found in the Audi. However, although the drivetrain's smooth, the four-cylinder unit sounds strained when extended.

As with the e-tron, the hybrid system has numerous settings. For instance, if you've planned a long journey you can hold the battery charge on the motorway, saving it for the city or lanes nearer your destination. You can also recharge the lithium-ion batteries on the move using the engine – the BMW will maintain only the minimum charge – plus use the steering wheel-mounted paddles to increase the regenerative braking effect.

Given its tall stance, it's no surprise that the Outlander doesn't feel as secure as its rivals on twisting roads. There's far more body roll and the suspension quickly loses composure over mid-corner bumps. Plus, while the steering is light and direct, it has noticeable kickback.

Our car also suffered from intrusive wind noise that was exacerbated by front doors that didn't seal properly. Still, the ride is supple and road roar is kept to a minimum.

Reliability 3.5/5

DESPITE its reputation for building rugged, no-nonsense cars, Mitsubishi finished our Driver Power 2014 satisfaction survey in a disappointing 23rd place. This lowly rating was reflected in our test car's patchy build quality. Still, the brand has worked hard to refine the PHEV's hi-tech underpinnings, while experience gained from its i-MiEV electric city car should aid durability.

All Outlander models get seven airbags, stability control and low-speed collision alert, but you'll have to trade up to the pricier GX4h model if you want lane-departure warning.

Running costs 3.9/5

ONCE again, the Mitsubishi proves to be a mixed bag. The good news for business users is the fact that the PHEV's lowest-on-test price helps make it marginally the most cost-effective company car. And although the predicted residuals of 39.8 per cent are nothing to write home about, it'll be worth over £2,000 more than the i3 after three years.

The Outlander's lithium-ion cells take about five hours to charge from a standard domestic three-pin plug, while this time drops to three-and-a-half hours if you use a dedicated fast charger. Either way, you'll pay only a couple of pounds to fill up. With a full charge Mitsubishi claims the PHEV will travel around 32 miles in pure EV mode – although during our test's cold conditions this figure dropped to around 20 miles. On longer journeys you'll have to rely on the petrol engine, which means bigger fuel bills than its rivals here. Over our varied test route we managed a disappointing 28.9mpg.

However, it's worth bearing in mind that an example we recently ran on our fleet managed a more respectable 54mpg – although this figure included plenty of electric-only commuting miles.

Exterior



CO₂/tax
44g/km
£0 or 5%



Practicality
Boot (seats up/down)
463/1,691 litres



Performance
0-60/30-70mph
10.2/10.0 seconds



Braking
70-0/60-0/30-0mph
51.4/37.1/9.1m



Running costs
28.9mpg (on test)
£48 fill-up



Mitsubishi Outlander

Interior



“Mitsubishi builds no-nonsense off-roaders, so the PHEV is a bold technological step”



On the road

WITH boxy profile, slab sides and tall stance, rugged 4x4 looks just like a standard Outlander – PHEV badging is only giveaway. Performance is leisurely, although hybrid system is smoother than Audi's. It quickly loses composure over mid-corner bumps, and while steering is light and direct, it kicks back



Outlander PHEV

TESTERS' NOTES...

"PHEV uses two electric motors – one for each axle – to deliver permanent all-wheel drive. This gives decent off-road ability and a maximum 1,800kg towing weight."

DAVID GIBSON
DEPUTY ROAD TEST EDITOR



TESTERS' NOTES...
"Given the Mitsubishi Outlander PHEV's large price tag, its cabin falls well short of expectations. The design seems dated and many of the materials feel cheap."

JAMES DISALE
ROAD TEST EDITOR



Dashboard

POWER gauge replaces traditional rev counter, and TFT screen between dials displays the car's efficiency

Fit and finish

CABIN is a little basic. Gloss-black trim and silver inserts lift dash, yet some materials feel low-rent. The stubby gearlever seems cheap, too

Practicality 4.4/5

If you want cabin space and eco-friendly credentials, the Outlander takes some beating. It's **longer**, wider and higher than its competitors in this test, which translates into a much larger **interior**. There's plenty of space for five adults, while those who are sitting in the back get more leg and headroom than they would in the BMW or Audi.

Opening the large tailgate reveals a well shaped luggage area with a cavernous 463-litre capacity – that's over 200 litres more than the BMW's load space. The Mitsubishi also features a hidden compartment under the boot floor in which to store the charging cable, as well as a couple of handy hooks. **However**, the two-stage folding seatback mechanism is fiddly to operate, while the load cover looks cheap and feels flimsy.

Road test

Audi A3 e-tron vs rivals

MODEL TESTED: BMW i3 with Range Extender
PRICE: £29,130 **ENGINE:** Electric motor/647cc 2cyl, 168bhp

AE BMW'S current success can be attributed to its brilliant range of high-performance petrol and diesel cars, but with its hi-tech i3 the company has shown it has one eye on the future. Packed with state-of-the-art materials and cutting-edge engineering, the boldly styled hatchback is available in pure electric and range-extending guises – and it's the latter we test here.

Styling 4.1/5

WHILE the Mitsubishi and Audi are based on existing models, the i3 has been designed from the ground up as an EV – and it really shows. Taking its cues from the BMW Coupé Concept that debuted in 2012, the battery-powered car looks like it's driven straight off a designer's computer screen.

Lightweight plastics are used for the sculpted body panels, while the bonnet and glass tailgate get a gloss-black finish. Other highlights include the angular window line and metallic blue trim for the faired-in grille and lower sills, while our car benefited from the £1,080 optional 20-inch alloys.

The daring design continues inside. Access is easy thanks to the rear-hinged doors and lack of a B-pillar – although you have to step over the wide sill, while the 'suicide' rear doors can be tricky to use in tight parking spaces. Once in, you'll be able to enjoy the brilliantly packaged and imaginatively styled layout that's easy to use and beautifully finished.

Climb into the high-set driver's seat and the first thing you'll spot is a pair of large TFT screens – one ahead of the driver and one that appears to 'float' above the centre of the dashboard. These units display everything from speed to sat-nav info, and are controlled via BMW's trademark iDrive dial.

There are four interior finishes to choose from – standard, £1,000 Loft, £1,500 Lodge and £2,000 Suite – and all get brightly coloured seat and carpet trims, with many made from sustainable materials. Metallic blue inserts add the final flourish, while the low-set dashboard and vast windscreen create a bright and airy feel.

Driving 4.2/5

WITH its powerful 168bhp electric motor and lightweight 1,315kg carbon fibre structure, the BMW has its rivals comfortably beaten at the track. It goes from 0-60mph in a brisk 7.2 seconds, which was a full three seconds faster than the cumbersome Mitsubishi.

When the battery capacity drops to 20 per cent, the i3's 647cc motorbike engine generator kicks in to maintain charge at the minimum level. Apart from the increase

"The BMW i3 looks like it's driven straight off a designer's computer screen"

in noise, the performance remains unchanged – although under extreme loads the car's acceleration will be blunted to protect the battery's reserves.

Despite featuring a strong energy recovery function, the i3's brake pedal has a more natural feel and greater progression than the Audi's and Mitsubishi's. You won't need to use it much, though, because lifting off the throttle creates a powerful engine braking effect that returns any wasted energy to the battery.

Surprisingly, it's on twisting back roads where the i3 feels least composed. The steering is quick and well weighted, and there's more grip than you'd expect from the thin tyres, but hit a mid-corner bump and the tall i3 quickly becomes unsettled. The short-travel suspension struggles to contain large body movements, plus there's plenty of roll. It never feels like it's going to lose control, and the stability control intervenes smoothly, but it's enough to make you take things a bit easier.

As a result, the BMW is at its best when being used as a relaxed and refined cruiser. The suspension copes well on the motorway, wind noise is kept in check and the two-cylinder generator emits only a distant drone – although it's more intrusive at lower speeds.

Reliability 3.5/5

BMW has worked hard to make the i3's hi-tech underpinnings as durable as possible, but in a bid to reassure buyers, the brand provides an eight-year/100,000-mile warranty for the lithium-ion battery pack. The rest of the car is covered by a standard three-year/unlimited-mileage guarantee.

With its strong, carbon fibre-reinforced plastic architecture, six airbags and advanced stability control, the BMW boasts some excellent safety credentials. However, bluff front-end styling cost it points in Euro NCAP's pedestrian-collision tests – resulting in a very disappointing four-star score.

On the plus side, you can add a raft of advanced safety options, including the £790 Driving Assistant Plus pack. This combines adaptive cruise control, forward-collision alert and Traffic Jam Assist, which can accelerate, steer and brake the car at speeds up to 24mph. A pedestrian warning noise generator is £85.

Running costs 4.4/5

TAKING into account the £5,000 Government plug-in car grant, the BMW will set you back £29,130 – that's £881 more than the Outlander PHEV. Still, the i3 is better equipped.

An overnight charge should cost no more than a few pounds, but the recent cold weather resulted in only a 60-mile maximum electric range on our car – well short of BMW's 120-mile claim. Even so, on our varied test route it returned a decent 63.3mpg.

The i3 works out as a more cost-effective choice for company car users than the A3. Plus, BMW's five-year/60,000-mile service package will set you back a mere £375. Only the surprisingly poor predicted residuals of 30.9 per cent give cause for concern.

Exterior



TESTER'S NOTES...

"If you plan on using the i3 as your only car, then you'll need to make some compromises – particularly on long journeys. But day-to-day, its long electric range, effortless performance and nimble handling make up for the clever car's few quirks."

DAVID GIBSON

DEPUTY ROAD TEST EDITOR



BMW i3

Interior



**CO₂/tax**13g/km
£0 or 5%**Practicality**Boot (seats up/down)
260/1,100 litres**Performance**0-60/30-70mph
7.2/6.5 seconds**Braking**70-0/60-0/30-0mph
52.9/38.3/9.5m**Running costs**63.3mpg (on test)
£9.50 fill-up**Head-to-head****Counting the cost**

FOR many potential buyers, particularly business users, a plug-in's big appeal is its running costs. The combination of ultra-low CO₂ emissions and the ability to run in relatively cheap electric-only mode means some serious savings can be made. For instance, a higher-rate earner will face a £698 annual Benefit in Kind tax bill with the A3 e-tron, while an A3 1.6 TDI Sport S tronic will set them back £1,553.

Mitsubishi PHEV drivers make even bigger savings, with top-rate tax payers saving a huge £2,273 annually over the diesel equivalent. That'll help buy a lot of fuel – which is good news, because unless you charge up every day and limit your mileage to a short commute, the Outlander will cost at the pumps. With the petrol engine running, it'll struggle to crack 30mpg.

As with all our cars, you should plug the PHEV into the mains as often as possible. A full charge on all three will cost no more than a few pounds, but with its potential 100-mile range the BMW will go furthest on a full battery.

So the savings are there, but only if the car fits your lifestyle and motoring needs. If you can't get to a socket daily, the fuel bills will start to add up – particularly on the PHEV and e-tron, which can recharge on the move but only at the cost of even heavier fuel use.

However, this tech is improving all the time, and it won't be long before a car with a petrol generator for emergency use and a Tesla Model S-rivalling 300-mile electric range arrives. Until then, you'll have to do your sums carefully and ensure these compromised cars fit with your motoring requirements.

**Gadgets**

COLUMN-mounted shifter and iDrive dial among hi-tech kit fitted to make driver's life easier

Dashboard

CABIN is brilliantly packaged, imaginatively styled, easy to use and beautifully finished

Practicality 3.7/5

UNLIKE its rivals here, the i3 is a strict four-seater, although rear head and legroom match the Audi's. The colourful trim and large windows give an airy feel, yet while the boot is well shaped and has a flat loading lip, its 260-litre capacity is the smallest.

BMW claims the i3 will travel 120 miles between charges, although a range of between 80 and 100 miles in pure electric mode is more realistic with gentle use. Plugged into a domestic socket, the batteries can be boosted to an 80 per cent charge within seven hours, but BMW's powerful £315 i Wallbox charger slashes this time to three hours. A tiny nine-litre tank for the range-extending generator means you'll get only around 80 miles between fill-ups.



Figures

BMW i3 with Range Extender



Audi A3 Sportback e-tron



Mitsubishi Outlander PHEV GX3h



On-the-road price/total as tested	£29,130*/£36,625	RESIDUALS	£29,950*/£32,500	BENEFIT IN KIND	£28,249*/£28,249
Residual value (after 3yrs/36,000)	£9,001/30.9%	LURE of BMW badge isn't enough to convince used dealers of bold i3's worth, so it suffers from weak residuals of 30.9 per cent.	£13,298/44.4%	LOW CO ₂ emissions help make e-tron a cheap company car choice, with higher-rate earners saving nearly £1,000 a year over a diesel A3.	£11,243/39.8%
Depreciation	£20,129		£16,652		£17,006
Annual tax liability std/higher rate	341/£682		£349/£698		£332/£665
Annual fuel cost (12k/20k miles)	£922/£1,537		£1,813/£3,021		£2,020/£3,366
Ins. group/quote/road tax band/cost	21/£383/A/£0		29/£390/A/£0		26/£388/A/£0
Cost of 1st/2nd/3rd service	£375 (5yrs 60k)		TBC		£500 (three services)
Length/wheelbase	3,999/2,570mm	POWER	4,312/2,630mm	BOOT SPACE	4,655/2,670mm
Height/width	1,578/1,775mm	THE i3 has the lowest power output here at 168bhp, but low kerbweight of 1,315kg meant it comfortably set the pace at our test track.	1,424/1,785mm	AUDI claims e-tron is as practical as standard A3, but 280-litre boot is 85 litres down on petrol or diesel car.	1,680/1,800mm
Drivetrain	Elec. motor/2cyl in-line		Elec. motor/4cyl in-line		2 x elec. motor/4cyl
Generator/engine	647cc		1,395cc		1,998cc
Peak power/revs	168/0 bhp/rpm		201 [^] /5,000 bhp/rpm		200 [^] /4,500 bhp/rpm
Peak torque/revs	250/0 Nm/rpm		250/1,600 Nm/rpm		190/4,500 Nm/rpm
Transmission	Single-speed auto/rwd		6-spd auto/fwd		Single-speed auto/4WD
Fuel tank capacity/spare wheel	9 litres/repair kit		40 litres/repair kit		45 litres/repair kit
Boot capacity (seats up/down)	260/1,100 litres		280/1,120 litres		463/1,691 litres
Kerbweight/payload/towing weight	1,315/415kg/N/A		1,540/510kg/N/A		1,810/500/1,500kg
Turning circle/drag coefficient	9.9 metres/0.30Cd		10.9 metres/N/A		10.6 metres/N/A
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs		3yrs (60,000)/3yrs		5yrs (62,500)/3yrs
Service intervals/UK dealers	Variable/44	BRAKING	Variable/34		12,500 miles (1yr)/113
Driver Power manufacturer/dealer pos.	10th/22nd	SKINNY , low-rolling-resistance tyres take their toll on braking performance, with the i3 needing more space than its competitors to come to a halt.	12th/26th		23rd/19th
Euro NCAP: Adult/child/ped./stars	86/81/57/4		82/78/66/5		88/84/64/5
0-60/30-70mph	7.2/6.5 secs		7.9/6.6 secs		10.2/10.0 secs
30-50/50-70mph	2.3 ^{^^} /4.2 secs ^{^^}		3.5/4.8/6.3/8.0 secs		3.5 ^{^^} /6.5 secs ^{^^}
Top speed	93mph		138mph		106mph
Braking 70-0/60-0/30-0mph	52.9/38.3/9.5m^{**}		51.2/37.9/9.3m ^{**}		51.4/37.1/9.1m ^{**}
Noise levels outside/idle/30/70mph	N/A/N/A/64/73dB		60/52/62/71dB		68/48/68/69dB
Auto Express econ. (mpg/mpl)/range	63.3/13.9/125 miles	ECONOMY	32.2/7.1/283 miles		28.9/6.4/286 miles
Govt combined economy	470.0mpg	CLAIMED economy is highest here, and is reflected in our test figures. Our 63.3mpg return is average, but our fleet i3 recorded 134mpg.	176.6mpg	STANDARD KIT	148.0mpg
Govt combined economy	103.6mpl		38.8mpl	E-TRON is well equipped, with climate control sat-nav and keyless go all included. You even get powerful LED headlamps.	32.5mpl
Actual/claimed CO ₂ /tax bracket	103/13g/km/5%		203/37g/km/5%		226/44g/km/5%
Airbags/Isofix/park. sensors/camera	Six/yes/yes/£790		Seven/yes/yes/£275		Seven/yes/yes/no
Climate control/leather/heated seats	Yes/£2,000/yes		Yes/£1,115/£260		Yes/£1,500/no
Metallic paint/LED lights/keyless entry	£530/yes/£330		£525/yes/yes		£500/no/yes
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		No/yes/no/yes
Stability/cruise control	Yes/yes		Yes/£225		Yes/yes

OFF-ROAD
PHEV's two electric motors provide permanent all-wheel drive, while ground clearance is the same as the diesel model's.

KERBWEIGHT
COMBINATION of hefty SUV body, electric motors and battery means Outlander tips the scales at 1,810kg.

MISSING KIT
MITSUBISHI is sparsely equipped given its price – sat-nav showing charging points really should be standard on a car of this type.

Results

BMW

NONE of our contenders here is perfect, but the brilliant i3 puts eco-friendly credentials into the most usable, everyday package. Designed from the ground up as an EV, it has the longest battery range, boldest looks and best-packaged cabin. While the generator isn't ideally suited to long motorway stints, it relieves range anxiety. This is the best alternative-fuel model.



1st

AUDI

IT'S very easy to be seduced by the e-tron's upmarket badge, classy cabin and penny-pinching on-paper costs, as well as its punchy performance. However, the hybrid set-up feels less well resolved than rival range-extenders, while the batteries' extra weight blunts the drive. Finally, if you use the car for long journeys, fuel economy suffers, too.



2nd

MITSUBISHI

IF you want space, rugged SUV styling and low company car tax bills, then the Outlander PHEV makes a certain amount of sense. Yet the petrol engine is thirsty, the interior feels low-rent and the driving experience lags behind that of the best 4x4s. Finally, in GX3h trim it lacks the standard kit you'd expect on a car costing nearly £30,000.



3rd

*Prices include £5,000 Government plug-in car grant. ^Combined output. ^^In kickdown. **Figures recorded in wet. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Audi range secrets

e-tron models?

CURRENTLY, the A3 Sportback is the only model available with e-tron technology. However, Audi has revealed a number of plug-in concept cars, including the 2012 A1 e-tron, which featured a three-cylinder turbo engine and electric motor.

Audi charging?

PLUG into a domestic supply and the A3 will be fully charged in around four hours. Install a British Gas wallbox or use a public charging point, and the time is slashed to just over two hours. Even better, the e-tron comes with charging cables for all situations.

Worth considering...

Vauxhall Ampera

SLOW sales mean that Vauxhall is planning to pull the plug on the Ampera. However, the sleekly styled machine is still one of the best range-extendors money can buy, thanks to its strong performance, economy and well integrated petrol-electric drivetrain.

Auto **EXPRESS**

DRIVER **POWER**

TELL US ABOUT YOUR CAR **AND WIN £2,000 WORTH** **OF PRODUCTS**

The UK's biggest and best car satisfaction survey is now live



Take part in the survey
where your opinion really matters

Go to www.autoexpress.co.uk/driverpower

■ Road test

AE THE Nürburgring Nordschleife circuit in Germany has a fearsome reputation, and car makers take great pride in boasting about their lap records at the infamous 'Green Hell'. While supercars battle for the outright lap record, there are other titles to lay claim to, such as the fastest hot hatch.

The current title holder is the Renaultsport Mégane Trophy R, which completed the 13-mile course in under eight minutes. To celebrate, Renault is selling a limited-edition roadgoing version, featuring performance tweaks inspired by the record-breaking car.

With a price tag nudging £37,000, the Trophy R is moving into the realm of dedicated sports cars, and for £3,000 more, you could get behind the wheel of a Porsche Cayman. The entry-level 2.7 delivers plenty of driving thrills, but how do these two cars compare? We hit road and track to find out.





Renaultsport Mégane 275 Trophy R
Price: £36,430 Engine: 2.0-litre 4cyl, 271bhp 0-60mph: 5.6 seconds
Test economy: 26.7mpg/5.9mpl CO₂: 174g/km Annual road tax: £205



Porsche Cayman 2.7
Price: £40,234 Engine: 2.7-litre 6cyl, 271bhp 0-60mph: 5.6 seconds
Test economy: 27.6mpg/6.1mpl CO₂: 195g/km Annual road tax: £265

Serial thrillers

Renaultsport's Mégane Trophy R is a record-breaking hot hatch, but can it compete with the Porsche Cayman for pure driving thrills?

Pictures: Nathan Morgan Location: Cnckhowell, Powys

Road test Renaultsport Mégane Trophy R vs Porsche Cayman

MODEL TESTED: Renaultsport Mégane 275 Trophy R
PRICE: £36,430 **ENGINE:** 2.0-litre 4cyl, 271bhp

AE THE Renaultsport Mégane has always been at the cutting edge of hot hatch development, and the latest model pushes the performance envelope even further. The Trophy R is based on the Mégane Trophy, so has a 271bhp turbocharged four-cylinder engine, as well as weight-saving measures and performance-enhancing kit, all for £36,430.

Styling 3.7/5

WHILE the standard Mégane is looking a bit old these days, the Renaultsport model has carved its own niche, thanks to its three-door coupé body and racy add-ons. The Trophy R takes this a step further with distinctive red body stripes, while the standard car's 19-inch wheels are replaced by lightweight Speedline alloys of the same size.

These are black as standard, but our car had red wheels, which cost £250 extra. The Trophy R comes in white, while black paint is a £525 option, Arctic White with a black roof £625 and Renaultsport's Liquid Yellow metallic a hefty £1,300. Whichever colour you go for, the Trophy R lettering on the front splitter, the deletion of the rear windscreen wiper and an Akrapovic-branded carbon-fibre exhaust tip all add to its sporty appearance.

Inside, there are more significant changes. The Trophy R has ditched the back seats and parcel shelf – they've been replaced by a substantial brace across the suspension mounts – while lightweight, polycarbonate-shelled Recaro seats with bright red five-point Sabelt racing harnesses have been fitted up front. Our car featured the £1,995 Nürburgring Record Pack, which adds a six-point harness for the driver, while the passenger seat makes do with a regular, lighter, three-point seatbelt.

These additions shout about the Trophy R's potential, but overall cabin quality is a letdown. Hard plastics are used for the dash, and the layout is identical to the standard Mégane's, save for the removal of the stereo. Even though the rear wash/wipe has been deleted to save weight, it's still present on the column stalk, while the door trims still feature speaker grilles. We also found the electric window switch panel on the driver's door was fitting loosely. This may be a stripped-out, racer for the road, but it feels decidedly cheap in places.

Reliability 3.7/5

THE Mégane Trophy R should prove to be reliable, as the base hatch has a reasonable reputation and has been in production for quite a while now. Renaultsport has added plenty of bespoke running gear to optimise

its performance. Plus, the lack of electrical goodies means there's less to go wrong in the first place. If you do have problems, the Trophy R gets the same four-year warranty and breakdown cover as the rest of the range, which will hopefully give added peace of mind.

Safety will be good, as you get six airbags and an advanced stability control system, and if you think the five-point racing harness is overkill, there's a standard seatbelt for regular use. However, you still need this buckled if you're using the harness, otherwise the car's seatbelt warning chime will cut in.

Running costs 2.6/5

AT £36,430, the Trophy R is expensive for a hot hatch, although its bespoke nature goes some way to justifying the cost. If you're considering it, then stumping up £1,995 for the Nürburgring Record Pack will give you the ultimate Mégane experience, although if you want luxuries such as sat-nav and climate control, they're also offered as options.

We managed 26.7mpg on test, which wasn't as good as the Porsche, but emissions of 174g/km are marginally cleaner than the Cayman's. You can get a four-year servicing package for the Trophy R, while a limited production run – only 50 cars will come to the UK – means it has the best residuals by far of any current Renault model.

Exterior



Renaultsport Még

Interior



“Switching to race mode makes attacking a twisting road an absolute joy”

TESTERS' NOTES...

"The Mégane Trophy R is about as close as you can get to a tarmac-specification rally car for the road. The race-derived suspension and tyres deliver a raw driving experience that's truly exhilarating."

JAMES MIDDLE
ROAD TEST EDITOR



CO₂/tax
174g/km
£205 or 27%



Practicality
Boot
991 litres



Performance
0-60/30-70mph
5.6/4.5 seconds



Braking
70-0/60-0/30-0mph
44.9/27.9/8.2m



Running costs
26.7mpg (on test)
£71 fill-up

ane Trophy R

TESTERS' NOTES...

"You have to admire the attention to detail - replacing the standard 12 volt battery with a slim lithium-ion item is a real talking point."

KEVIN O'BRIEN, DEPT ROAD TEST ED



Materials

HARD plastics let down the cabin, and some fittings feel loose, but this all adds to Mégane's sporty character

Seats

RECARO seats hold you in place through tight turns, while our car featured optional six-point belt for driver



Cargo net stops items in rear rolling to the front

Driving 4.8/5

PRESS the starter button, and the 2.0-litre turbo buzzes into life. There's plenty of noise in the cabin, thanks to the removal of 21kg worth of sound deadening, but use all the revs and the Akrapovic titanium exhaust delivers a distinctive note, with pops and bangs if you time your gearshift right.

Get rolling, and you're immediately aware of the Trophy R's extremely firm ride. The standard Ohlins Road & Track dampers deliver brilliant body control, but the ultra-stiff chassis means the Mégane follows every ripple and rut in the road. You can adjust the dampers to suit the surface, although this involves getting your hands dirty under the wheelarches. Urban or motorway



driving is a trial more than a joy, as the harsh ride and lack of sound deadening mean every trip will leave your body tingling and ears ringing.

But head for a twisty road, and the Trophy R comes into its own. The track-focused Michelin Pilot Sport Cup 2 tyres deliver phenomenal grip in the dry, while switching the car to Sport or Race modes means the sharp chassis, stiff dampers and direct steering let you know exactly what's going on beneath you, and makes attacking a twisting road an absolute joy. These modes also liberate the full 271bhp on offer, and the engine's meaty power delivery feels very responsive, plus there's barely a hint of torque steer under hard acceleration.

At the test track, the Trophy R was a close match to the Cayman for performance, with similar acceleration figures and impressive braking from the optional 350mm floating Brembo discs and calipers. However, while the Trophy R impresses on a dry road, if it's cold or wet, you need to tread carefully, as the track-biased tyres need to be warm before they perform at their best.



Practicality 2.7/5

THE two-seater layout means the Trophy R is less versatile than the standard Renaultsport for carrying passengers, but stripping out the rear seats has resulted in acres of space in the back. The rear strut brace has a cargo net attached to it to stop items rolling forward into the passenger compartment, while Renault has designed the boot so that it can accommodate a set of tyres. Go for the Nürburgring Record Pack, and you get a set of branded tyre covers.

The figure-hugging Recaro seats require a special technique to climb in and out, where you swivel on your backside with your leg cocked in the air to get over the high sides. Once in place, the seats are firm, but reasonably comfortable. Rear visibility is poor due to the lack of wiper, although standard rear parking sensors help to compensate for this.

MODEL TESTED: Porsche Cayman
PRICE: £40,234 **ENGINE:** 2.7-litre flat-six, 271bhp

AE THE second-generation Porsche Cayman was launched in 2013, and it follows the same formula created by the original. That means it's essentially a Boxster with a roof, but the stiffness of the hard top means the Cayman is a better driver's car as a result.

There are currently three models in the range: the 2.7-litre standard car, plus the 3.4-litre S and GTS. We line up the base model, with a starting price of £40,234, which is only around £1,000 more than the total for the Mégane Trophy R we've tested here.

Styling 4.5/5

PORSCHE is famous for producing the legendary rear-engined 911, but it's also tried its hand at building mid-engined cars, and the models that have followed this format have gone down in history as some of the most successful sports cars in history. The Cayman is the latest road car to use this template, and as you would expect, it shares its styling cues with the Boxster roadster, albeit with the addition of a metal roof that incorporates a large glass tailgate.

The low nose, round headlights and distinctive profile mean the Cayman is unmistakably a Porsche, while the entry-level 2.7 model can be upgraded to look just like more powerful versions, with bigger wheels and colour-coded trim. No matter how you spec up your Cayman, it's unlikely to make the same impact as the racer-for-the-road looks of the Mégane, but then the understated appeal of the Porsche will be attractive to many buyers.

Climb inside, and the Cayman is leagues ahead of the Trophy R for quality. The layout has plenty of traditional Porsche touches, including overlapping dials on the dash, banks of buttons flanking the gearlever, as well as high-quality plastics and metal trim. The layout takes a bit of getting used to, especially the rather vague climate controls, but there's no faulting the driving position, while the clear view out and well weighted controls mean the Cayman is surprisingly easy to drive.

Driving 5.0/5

POWER for the Porsche Cayman comes from a 2.7-litre flat-six, but while it's the smallest engine in the range, it's still a characterful performer. It makes 271bhp, which is the same as the Trophy R, but the naturally aspirated Porsche delivers peak power at 7,400rpm – some 2,000rpm higher than the Renault. More importantly, it's down on torque, with 290Nm at 4,500rpm, while the Trophy R offers 360Nm at 3,000rpm.

Combine the lower torque figure of the Porsche with relatively long gearing, and you

need to use all of the revs to make the most of the power available. However, that's no hardship, as the flat-six delivers a distinctive howl – especially if you add the £1,473 sports exhaust. The six-speed gearbox makes the most of the power on offer, too, with a slick, mechanical shift that has a positive action.

While the Cayman delivers respectable straight-line performance, it's in corners where it really impresses. The fast, accurate steering means the car has positive turn-in, and the chassis generates lots of grip – so much so that you're never likely to trouble the standard-fit stability control when pushing on a twisting country road.

Where the Porsche really differs from the Trophy R is how it delivers its performance. You need to keep the engine on the boil at high revs to make the most of its power, but while it sounds manic, the Cayman covers ground without the Trophy R's fuss or drama.

And that's where this car steals an advantage over the Mégane. While the Renault is pushing the absolute limit of front-drive performance, the Porsche is barely tapping the potential of its mid-engined set-up. So although it's just as fast, it's more refined and capable in everyday use. Motorway cruising comfort is first-rate, with smooth damping and a hushed cabin at speed, while the suspension soaks up city streets nearly as well as an executive saloon.

Reliability 4.2/5

THE Cayman shares its running gear and electrical systems with other models in the Porsche range, and as the company designs its cars with performance in mind, it should prove able to stand up to the rigours of everyday life. While the original Cayman was built in Finland by Valmet Automotive, the current car is assembled by German coachbuilder Karmann, although production standards are as high as they are at the manufacturer's Stuttgart works.

Porsche is confident that its cars will last, so the Cayman has two-year service intervals. But while maintenance will be expensive, you can expect a first-class service, as Porsche dealers came third in our Driver Power 2014 survey.

Running costs 2.5/5

THE Cayman 2.7 costs £40,234, but while that's only £934 more than the total of the Mégane Trophy R tested, you don't get much kit for your money. The Renault features keyless entry, parking sensors and cruise control, but these are all pricey options on the Cayman. You get a CD player, but no DAB radio, while climate control is an expensive £518 option. However, there are assorted mechanical upgrades, including adaptive dampers and ceramic brakes, but they only enhance the already engaging standard car.

Standard stop-start helps fuel economy – we managed 27.6mpg on test – but higher emissions mean the Cayman is costlier to tax. Still, residuals of 51.2 per cent are better than the Trophy R's, despite that car's exclusivity.

Exterior



Porsche Cayman

Interior



TESTERS' NOTES...
"The Mégane is unremittingly firm, but the Cayman's compliant ride feels like a Mercedes S-Class in comparison."

JAMES DUNN
ROAD TEST EDITOR

"While it's just as fast as the Mégane, it's more refined in everyday use"



Cayman

TESTERS' NOTES...
 "The Cayman is a fantastic sports car, and the entry-level 2.7 model is just as capable of putting a smile on your face as Porsche models that are twice the price. What's more, its excellent all-round ability means you could easily drive one on a daily basis."

DAVID GIBSON
 DEPUTY ROAD TEST EDITOR



CO₂/tax

195g/km
 £265 or 31%



Practicality

Boot (front/rear)
 150/275 litres



Performance

0-60/30-70mph
 5.6/4.6 seconds



Braking

70-0/60-0/30-0mph
 43.7/31.6/8.2m



Running costs

27.6mpg (on test)
 £76 fill-up

Head-to-head

Performance

THESE high-performance models serve up exactly the same 271bhp power output, but the turbocharged Renault has a broader spread of mid-range torque, which boosts in-gear acceleration.

However, one of the thrills of driving the Porsche is being able to wind the 2.7-litre flat six-cylinder engine all the way up to maximum revs. In comparison, the stripped-out Trophy R's lack of soundproofing means it's left feeling very raw.



Racing kit

RENAULT has used race-derived kit from Brembo (brakes, below), Ohlins (dampers), Allevard (springs), Recaro (seats) and Speedline (wheels) to enhance the Mégane. Porsche doesn't buy in technology, but does offer in-house-developed kit such as ceramic brakes, sports suspension and lightweight seats.



Load space

STRIPPING the back seats out of the Trophy R creates a large load space, which Renault has designed to accommodate a set of tyres. The Cayman doesn't have the same maximum space, but the front and rear boots are reasonably sized and can take a surprising amount of luggage.

Materials

METAL trim and high-quality plastics give Porsche a more upmarket feel than in the Mégane



Buttons

BANKS of buttons near the gearlever are a traditional Porsche touch and provide easy access for use

Practicality 3.2/5

AS it's a two-seater sports car, you wouldn't expect the Porsche Cayman to be particularly practical. However, you might be surprised by how much luggage you can take with you. The tailgate lifts to reveal a shallow load area, although Porsche claims that it has a volume of 275 litres. The two deep bins either side of the engine cover are useful, although they are tricky to access. Pop the bonnet, and you get a well shaped 150-litre front boot, which is deep and rectangular.

The passenger compartment is spacious, and it's easy to get comfortable. Porsche's trademark cup-holders pop out above the spacious glovebox, and while the door bins are a little narrow, they hinge open to improve access.



Figures

Porsche Cayman 2.7



Renaultsport Mégane 275 Trophy R



On the road price/total as tested	£40,234/£46,464	RESIDUALS PORSCHE'S strong predicted resale value of 51.2 per cent is even better than the limited-edition Trophy R.	£36,430/£39,300	
Residual value (after 3yrs/36,000)	£20,600/51.2%		£17,669/48.5%	
Depreciation	£19,634		£18,761	
Annual tax liability std/higher rate	£2,461/£4,922		£1,949/£3,897	
Annual fuel cost (12k/20k miles)	£2,340/£3,900		£2,419/£4,032	
Ins. group/quote/road tax band/cost	37/£421/J/£265		39/£386/H/£205	
Cost of 1st/2nd/3rd service	£480/£610/£480		£299 (3yrs)	
Length/wheelbase	4,380/2,475mm		4,299/2,636mm	SPARE WHEEL IT goes against the weight-saving philosophy of the Trophy R, but you can add a space-saver spare wheel for £95.
Height/width	1,294/1,801mm		1,435/1,848mm	
Engine	Flat 6cyl/2,706cc		4cyl in-line/1,998cc	
Peak power/revs	271/7,400 bhp/rpm		271/5,500 bhp/rpm	
Peak torque/revs	290/4,500 Nm/rpm		360/3,000 Nm/rpm	
Transmission	6-spd man/rwd	BOOT CAPACITY THERE'S a combined 425 litres on offer, split between 150 litres in the front boot and 275 litres at the back.	6-spd man/fwd	
Fuel tank capacity/spare wheel	64 litres/repair kit		60 litres/repair kit	
Boot capacity	425 litres		991 litres	
Kerbweight/payload	1,330/325kg		1,297/303kg	
Turning circle/drag coefficient	11.0 metres/0.30Cd		11.1 metres/0.34Cd	
Basic warranty (miles)/recovery	3yrs/3yrs		4yrs (100k)/4yrs	EURO NCAP THE five-door Mégane had a five-star rating in 2008, but in the tougher retest last year, it earned three stars. An update and second retest saw it achieve a four-star score.
Service intervals/UK dealers	20k miles (2yrs)/36		18,000 miles (1yr)/153	
Driver Power manufacturer/dealer pos	6th/3rd		15th/14th	
Euro NCAP: Adult/child/ped./stars	N/A		83/78/60/4 (2014)	
0-60/30-70mph	5.6/4.6 secs	SERVICING THERE'S no fixed-price servicing, but two-year intervals should help to spread the cost.	5.6/4.5 secs	
30-50mph in 3rd/4th	3.7/5.1 secs		2.2/3.5 secs	
50-70mph in 5th/6th	6.4/8.1 secs		4.3/6.0 secs	
Top speed/rpm at 70mph	165mph/2,500rpm		158mph/2,500rpm	
Braking 70-0/60-0/30-0mph	43.7/31.6/8.2m		44.9/27.9/8.2m	
Noise outside/idle/30/70mph	65/31/61/70dB		64/53/69/77dB	
Auto Express econ (mpg/mpl)/range	27.6/6.1/389 miles		26.7/5.9/352 miles	
Govt urban/extra-urban/combined	23.9/44.1/33.6mpg		28.8/45.6/37.7mpg	
Govt urban/extra-urban/combined	5.3/9.7/7.4mpl	OPTIONS YOU don't get much as standard on the Cayman, while going wild with options could double the list price!	6.3/10.0/8.3mpl	
Actual/claimed CO ₂ /tax bracket	236/195g/km/31%		244/174g/km/27%	
				OPTIONS SAT-nav, climate control and a stereo are all offered, while electrically operated, heated and folding door mirrors are £150.
Airbags/Isfix/park sensors/camera	Six/£122/£348/£1,044		Six/no/rear/£350	
Automatic box/stability/cruise control	£1,922/yes/£267		No/yes/yes	
Climate control/leather/heated seats	£518/£2,174/£284		£500/part/no	
Metallic paint/xenon lights/keyless go	£558/£1,061/£599		£525/no/yes	
Sat-nav/USB/DAB radio/Bluetooth	£2,141/yes/£324/£446		£500/£300/no/£300	

Ring leaders

How Renault took the Nordschleife lap record

WHILE Porsche is a front-runner for the outright lap record at the Nürburgring Nordschleife with its 918 Spyder, Renaultsport has concentrated on making the Mégane the king of the front-wheel-drive hot hatchbacks.

The Trophy R weighs in at 1,297kg, which is around 100kg lighter than the standard Mégane Trophy. Weight has been saved with the removal of the air-conditioning system (-6kg), back seats (-20kg), sat-nav and radio (-1.4kg), rear wash/wipe (-1kg) and sound deadening (-21kg).

More weight is saved with the addition of the lightweight polycarbonate-shelled Recaro seats (-22kg), Speedline alloy wheels (-5kg), Allevard composite front springs (-2kg) and an Akrapovic titanium exhaust (-4kg).

If you add the £1,995 Nürburgring Record Pack, you get larger and lighter brakes, which save 3kg, while a lithium-ion 12v battery sits under the bonnet and saves a hefty 16kg over the standard lead-acid version.

All of these changes helped the Trophy R to post a lap record at the Nürburgring Nordschleife last June, of seven minutes, 54.36 seconds – that's 23 seconds faster than Renault's last hardcore Mégane, the R26.R.

Results

PORSCHE

THE Cayman is the entry point to Porsche coupé ownership, but you won't feel short-changed with the 2.7. It has more than enough performance to entertain on any road, while its beautifully balanced handling will leave you grinning from ear to ear. Add fine motorway manners, plus compact dimensions and fuel-saving stop-start for around town, and the Cayman is a thrilling coupé you could live with every day.



1st

RENAULT

TO be mentioned in the same breath as Porsche is a victory for the Mégane Trophy R. It represents the pinnacle of Renaultsport's hot hatch development, and on the right road its ability to transcend its humble hatchback roots and turn into a razor-sharp driving machine is staggering. It'll embarrass supercars on a track day, but its intense character means you'd be mad to use it on a daily basis.



2nd

*Red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Range secrets

Mégane Trophy?

THE Trophy R is the flagship Renaultsport model. It's based on the Mégane Trophy, which costs £28,930, and features the creature comforts deleted from the Trophy R. What's more, you can add Ohlins dampers and sticky Michelin Cup tyres to match the top model.

Hardcore Cayman?

PORSCHE has just announced the stripped-out flagship Cayman GT4 (Issue 1,356). It uses a 380bhp version of the 3.4-litre flat-six from the Cayman S, and covers 0-62mph in 4.4 seconds. However, at £64,451, it costs £24k more than the standard car.

Worth considering...

BMW M235i Coupé

THE M3 and M4 have moved upmarket, so the flagship 2 Series Coupé fills the gap at this price bracket. At £34,535, it's £2,000 less than the Trophy R, so you can upgrade to the £515 M Sport adaptive dampers to make the most of the rear-wheel-drive chassis.



What do you think?
Tell us about your car
www.autoexpress.co.uk/driverpower



Hyundai i10 Premium 1.0
0% APR
Representative

£69 per month
£3,704 deposit.
£5,445 optional final payment.



Get ready for happy

The Hyundai i10. An award-winning city car with great customer reviews and a great offer too. What's not to like?
Find out more at hyundai.co.uk

Personal Contract Purchase. 25 month term. 10,000 miles p.a. Minimum 30% deposit required.



NEW THINKING.
NEW POSSIBILITIES.



Fuel consumption in MPG (l/100km) for i10 range: Urban 35.3 (8.0) – 55.4 (5.1), Extra Urban 55.4 (5.1) – 76.3 (3.7), Combined 45.6 (6.2) – 65.7 (4.3), CO₂ Emissions 142 – 98 g/km. These official EU test figures are to be used as a guide for comparative purposes and may not reflect all driving results. You will not own the vehicle until all payments are made. 0% Personal Contract Purchase available on Hyundai i10 between 1st January and 31st March 2015 inclusive over 25 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to mileage and condition of the vehicle. Excess mileage charge 14.9p per mile. Finance subject to status. T&Cs apply. Applicants must be 18 or over. Guarantee/Indemnity may be required. Hyundai Motor Finance RH1 1SR. Model shown: i10 Premium 1.0 at £10,805 OTR including Sleek Silver metallic paint at £495. Offer not available for customers under the Hyundai Affinity Programme. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer.

Essentials

Mazda 3 2.0 Sport Nav

On fleet since:	February 2014
Price new:	£20,195
Engine:	2.0-litre 4cyl, 118bhp
CO₂/tax:	119g/km/£30
Options:	Soul Red metallic paint (£660), leather upholstery (£1,200), Safety Pack (£700)
Insurance*:	Group: 18 Quote: £341
Mileage/mpg:	31,969/41.5mpg
Any problems?	None so far

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



INTERIOR There's a seven-inch touchscreen, or you can use the rotary controller on the centre console to navigate through the assorted options on the display



GEARBOX Six-speed gearbox holds sweet spot of rev range perfectly, and makes up for slightly underpowered engine



PRACTICALITY It's not a class leader, but 364-litre boot is still generous and grows to 1,263 litres with back seats folded

TESTERS' NOTES...
 "The Mazda is a front-runner for driving fun, but cabin quality is still a couple of steps behind the class's best cars."
JAMES DEAN
 ROAD TEST EDITOR



Mazda 3

FINAL REPORT After nearly 32,000 miles, our man's at one with



Otis Clay
 Otis_Clay@dennis.co.uk
 @AEnapper

AE I HAVE to admit that I've never been particularly fond of horses. They scare me a bit, due to a combination of the immense power in their legs, the fact they have a mind of their own, which makes them unpredictable, plus their unhealthy love of Polo mints.

It's a shame, because our Mazda 3 has been built with the Japanese philosophy of 'Jinba Ittai' in mind. This translates as horse and rider in perfect harmony, and is the basis of Mazda's SkyActiv range of weight-saving measures. When car makers come up with these phrases, I don't really pay much attention, but over the past 12 months, 31,969 miles and numerous trips across the South Downs, I realise that it sums up exactly how I feel about the Japanese hatch.

As Mazda has embraced the horse and rider theme to develop its cars, I felt that it was time to meet my four-legged fears face-to-face for the 3's final photoshoot, because it's one of the best cars I've ever run.

The bond between a horse and its rider is, as I have come to learn, very important, and it's not something which is easy to acquire. But my affinity with the Mazda seems to have got stronger as



the months have passed. The 364-litre boot isn't the biggest in the class, but it has more than enough room for all my camera gear. And when I'm not carting around cameras, tripods and cleaning kit, there's enough room to seat five adults in comfort on long journeys. I also think the 3 looks pretty good, especially in top-spec Sport trim, and is more distinctive than other hatchbacks currently on sale.

But the one thing which has really won me over is how the Mazda drives. The 118bhp 2.0-litre naturally aspirated petrol engine seems a bit archaic when compared to the latest small-capacity turbos offered in other cars. Yet

"The one thing which has really won me over is how the Mazda 3 drives"

HANDLING Philosophy behind Mazda's SkyActiv tech translates as horse and rider in harmony, and that's how Otis feels at wheel



GOOD & BAD POINTS...

"The Mazda 3 is entertaining to drive, but the pay-off is a firm ride, especially in the Sport Nav model with 18-inch wheels"

his trusty steed



CO₂/tax
119g/km
£30 or 16%



Practicality
Boot (seats up/down)
364/1,263 litres



Performance
0-62/top speed
8.9 secs/121mph

while it's a little underpowered, it's a joy to use. You need to rev it to make the most of the power on tap, but the slick six-speed gearbox means it's no hardship to keep it in the sweet spot of the rev range.

The car also feels very light and agile, and is a real joy to drive quickly on twisty roads. And while road noise is a little intrusive at motorway speeds, this is a price that's worth paying so that I can take advantage of the sharp handling. I guess that's where the horse and rider theme makes the most sense, as the 3 really is an entertaining driver's car.

Sadly, it's now been put out to pasture, returning to Mazda, leaving me with a long face. And my next set of wheels will have to be pretty special to fill the shoes of my dearly departed steed...

MY RATING ★★★★★

TESTER'S NOTES...

"A recent test with the 1.2-litre i10 confirmed our 1.0-litre is a better bet – it's smoother and more frugal, yet just as sprightly."

DAVID GIBSON

DEPUTY ROAD TEST EDITOR



Hyundai i10

FIRST REPORT Sibling rivalry is put to the test in battle of the hatchbacks



Jonathan Burn

jonathan_burn@dennis.co.uk

AE DURING our time with the dinky Hyundai i10, there's been very little to give us a headache, as the city car has impressed with its big car feel and superb value for money.

It even dispatches motorway marathons with little fuss, and for a car of this size that's not something you'd expect it to have in its armoury. Given this list of talents, could it be a better bet than its i20 bigger brother? We were keen to find out, so brought the pair together for a unique comparison.

Big brothers specialise in humiliation, embarrassment and exploiting weaknesses for all to see, so would it be an awkward encounter for the i10?

Obviously, there are plenty of similarities. Both five-doors are genuine five-seaters, with strong interior build quality and lots of standard equipment.

The i20 has a more premium image, helped by the sleeker roofline, LED daytime running lights and floating C-pillars, but this is where its dominance comes to an end. And it's how the

"The i10 has a far wider range of abilities than its bigger brother, too"

two cars drive which is the biggest difference. Under the bonnet of this particular i20 sits a rather uninspiring 74bhp 1.2-litre four-cylinder petrol engine. Whereas rivals are all bringing turbocharged three-cylinders to the party, Hyundai doesn't yet offer one. It's a real missed opportunity.

The i20 needs to be revved to make the most of the power on offer, but that means you'll struggle to match the claimed 58.9mpg it's capable of.

This isn't the case with the i10, however. It uses a 1.0-litre naturally aspirated three-cylinder engine, which suits the car's character perfectly. It's an eager, sprightly engine and sounds good, too.

After nearly 6,000 miles in and around central London, we've also averaged a healthy 43.1mpg. In previous tests with the i20, we've rarely got above 38mpg.

The i10 has a far wider range of abilities than its bigger brother, too. On the move it feels more compliant and forgiving around town, whereas the i20 tends to fidget over rougher surfaces.

Load both cars up with passengers and luggage, and although the i20 will swallow more, the i10 does a far better job of managing the extra weight and keeping those inside more comfortable.

My verdict? The i10 is definitely a wiser choice – this is one instance where bigger doesn't necessarily mean better.

MY RATING ★★★★★



INTERIOR i10 and i20 (below) have similar interior design, with coloured dash trim





GOOD & BAD POINTS...
 "The i10 is a sharp looking city car, although it could do with a selection of brighter colours to help it stand out from the crowd"



Otis Clay


CO₂/tax

114g/km
 £30 or 15%

Practicality

Boot (seats up/down)
 218/1,012 litres

Running costs

43.1mpg (on test)
 £43 fill-up

Essentials

Hyundai i10 1.0 SE

On fleet since: July 2014

Price new: £9,660

Engine: 1.0-litre 3cyl, 65bhp

CO₂/tax: 108g/km/£20

Options: Metallic paint (£495)

Insurance*: Group: 1 Quote: £309

Mileage/mpg: 5,670/43.1mpg

Any problems? None so far

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



DRIVING Sharp, accomplished and capable, the i10 manages to embarrass its sibling when it comes to ability on the road



GEARBOX Five-speed gearbox has slick and precise action, while tall-striding top gear takes strain out of long motorway journeys

Fleetwatch



Fiat Panda Cross

THE Fiat is the smallest car on our fleet, but that hasn't stopped road test editor James Disdale putting it to the test as a family ferrier, with the help of his two young children.

First up, the rear bench easily accommodated two bulky child seats, while the 225-litre boot swallowed two scooters, various bags, wellies and even a few bags of shopping (above).

With his family safely squeezed on board, James could concentrate on enjoying the Panda Cross's driving experience. And with its eager

TwinAir engine, grippy 4WD transmission and high-set driving position, it was a hoot to thread down the lanes near James' Hertfordshire home. Less impressive was the 34mpg fuel return, which was barely any better than our VW Golf GTI's.

Our fleet

Audi TT

New arrival

BMW i3

Issues 1,338, 1,353

Dacia Duster

Issues 1,305, 1,315, 1,330, 1,339

Fiat Panda Cross

New arrival

Hyundai i10

Issues 1,332, 1,338, 1,348

Jaguar F-Type

Issues 1,307, 1,319, 1,329, 1,344, 1,355

Kia Soul EV

Issue 1,350

Lexus IS 300h

Issues 1,312, 1,320, 1,329, 1,340, 1,355

Mazda 3

Issues 1,311, 1,334, 1,345

MINI Cooper D 5dr

Issues 1,346, 1,352

Peugeot 308 SW

Issues 1,342, 1,356

Range Rover Sport

Issue 1,356

SEAT Leon SC Cupra

Issue 1,353

Skoda Superb Estate

Issue 1,347

Suzuki Swift

New arrival

Vauxhall Corsa

Issue 1,354

Volkswagen Golf GTI

Iss. 1,320, 1,332, 1,341, 1,352

SEAT Leon Cupra

OUR Cupra hot hatch is proving huge fun on a daily basis, but the three-door body is putting a limit on its practical credentials.

Deputy road test editor Dean Gibson has found it difficult to get child seats in the back, as the front seats don't move far enough forward, although the sliding mechanism for the passenger seat is proving even more annoying.

While the driver's seat returns to its set position after it's moved forward, the passenger one slides all the way back on its runners, squashing the feet of those in the back.



We've told you about our cars
 Now tell us about yours
www.autoexpress.co.uk/driverpower

Is there something living in your fuel tank?

The problem

Bacteria in fuel, known as the 'diesel bug' is not a new problem, but it is a problem that is becoming much more widespread in cars, trucks, boats, plant and agricultural vehicles. Unchecked the microbes can grow rapidly clogging the fuel system and causing corrosion. The problem may not be noticed until either the engine begins to run poorly, breaks down or a mechanic notices unusual deposits in and around the fuel filter.

Why is the problem becoming more common?

This is mainly due to two reasons; low sulphur fuels and the increase in bio-fuel content in pump fuel. Sulphur helped control the bacteria & bio-fuels are hygroscopic and absorb water; this has helped provide the perfect environment for microbial growth in fuel.

The solution

If your fuel tanks are infected with the diesel bug Wynn's Fuel biocide is an easy to use second generation biocide which will destroy the bacteria, algae and fungi and help break down the deposits. One 250ml bottle treats 250 litres of fuel.



Available from Halfords and most Motor Factors and Accessory Shops

024 7647 2634 helpline@wynns.uk.com www.wynns.uk.com

For a forever changing world Cars on Demand - flexible short term leasing specialists, with contracts from just 1 month

Benefits:

- Nationwide service
- Low deposits
- Competitive monthly payments
- No long term commitments
- Wide choice of vehicle groups

Ideal for

- New employees
- Contract workers
- Start-up businesses
- Small and Large fleets
- Available for Businesses and Private individuals



Short term car leasing
www.carsondemand.co.uk
0333 323 2660



**THIS WEEK'S
HOT KIT**

PRICE FROM £73.27 (205/55R16)

Tyre for all seasons

NEW PRODUCT

Pirelli Cinturato All Season tyre

Best price: From £73.27 (205/55R16, non-sealant)

Contact: 01283 525252, www.pirelli.com

AE PIRELLI hopes to increase demand for all-season tyres as one of the first big-name manufacturers to bring out a new solution designed to take on all weather conditions.

The Cinturato All Season claims to be best suited to temperatures ranging from minus two up to 30 degrees Celsius – so it sits somewhere between summer and winter tyres, yet can still handle hot and cold extremes, even snow and ice.

The company is determined to keep drivers moving at all times, so some Cinturato All Season sizes include exclusive Seal Inside technology that can make a tyre airtight when punctured

before air has escaped. A layer of sealant lines the tyre and can prevent punctures caused by objects of up to 4mm in size.

Before the nail or stone is removed, an airtight seal is formed around it. Then, once it's taken out, the sealant closes the gap so drivers can continue on their journey.

Pirelli says drivers of performance cars or those running in really extreme conditions should still fit summer or winter tyres, but that the Cinturato is ideal for those who don't cover high mileages, such as city car owners or families running second cars.

The new tyre comes in 21 sizes, with the first version launched this month in the most common fitments, including 15, 16 and 17-inch sizes. Three sizes will get Seal Inside tech, with Pirelli releasing more by the end of the year.



**Henry
Willis**

Got a query?

Henry_Willis@dennis.co.uk
@WineryHills

Q

DIY stereo switch in Civic

I WOULD like to change the stereo unit in my 2007 Honda Civic myself. But it looks like a tricky job, so I'm not sure if I should take it on. Are there any good guides I can use?
Colin Kneller, E-mail

A

YOU'RE right that it can be tricky as there is a lot of trim to remove on that model of Civic. But have a look at fitaudio.co.uk – this site contains picture-led audio installation guides for dozens of cars. Alternatively, pick up a Haynes manual in which basic modification tasks are explained. Visit haynes.co.uk to find a manual for your car.

Q

New drill for buffer job

HAND polishing my car seems to take forever, but I've seen the buffers you can use with drills in your pages. Before I start, I need to replace my cordless drill. What's the best option?
Shane Atkins, E-mail

A

WE'D recommend a mains drill for this kind of job, but if that's not an option, the top choice in our Issue 1,331 test of cordless drills was Black & Decker's EGBHP188K. Its single 18V lithium-ion battery powered its motor up to a 1,500rpm top speed, while it had a comfortable, professional feel. We spotted it for £89.95 as we went to press – see blackanddecker.co.uk. Once you've got your drill, Meguiar's Dual Action polisher kits (from £59.99, meguiars.co.uk) are the best option.

Beat the winter battery blues

NEW PRODUCT

Halfords charging solutions

Best price: From £54.99 (Smartcharge 200)

Contact: 0345 504 5353, www.halfords.com

HALFORDS has released a range of new products that could be ideal for getting batteries into shape after a cold winter.

Each of the company's new charging solutions can help maintain existing batteries and prevent you from having to fork out on a new one. The Smartcharge 200 (£54.99) is a Halfords-branded charger that's much lighter than previous products.

The small box comes with a series of leads, including cables with terminal clamps and eyelet charging points. This tops up lead acid, gel, calcium and AGM batteries with a maximum 35-amp output. An LCD display shows progress and it can recharge deeply discharged cells,



Smartcharge 200 can revive range of batteries

too. In addition to launching this, Halfords has refreshed its own-brand series of powerpacks. The Powerpack 100 (£79.99) can help recharge a flat battery, plus it has 12V and USB outputs, and a compressor that can inflate tyres up to 150psi.

The Powerpack 200, for £99.99, offers similar features, and has the added bonus of a 230V mains power output for small electrical items.

TOP TIPS

Multi bike car carriers



THERE are so many ways to carry bikes with a car. Those that attach by mounting on to the tow bar provide a sturdy and flexible fit. After impressing in our Issue 1,274 test of towball-mounted cycle carriers, our favourite is still the Atera Strada DL, which can carry three to four bikes. The best price as we went to press is £374.95 – see roofbox.co.uk.



PRICE £34.99

NEED TO KNOW...
"Instead of taking water from a pressure washer, the Wo-Wo Snow Foam Lance can work straight from a garden hose"

Hose lance lets it snow

FIRST TEST

Wo-Wo Snow Foam Lance

Best price: £34.99

Contact: 0843 289 5653, www.wo-wo.co.uk

Rating: ★★ ★

AE Henry Willis

RECENTLY launched car care firm Wo-Wo has continued to expand its range by introducing a snow foam lance – and it can be hooked up to a standard garden hose, instead of a pressure washer.

While this is nothing new, as rivals have released similar low-pressure snow foam lances lately, it offers the benefit of a full shampoo coating for motorists who don't want to shell out on a pressure washer. The snow foam method of cleaning a car is becoming

increasingly popular as it's relatively easy and requires little scrubbing.

We connected the lance up to a standard hose and were keen to find out if it could tackle the muck on our car – which was filthy, having got covered in salt from winter roads, splattered dirt and oily marks.

The Wo-Wo lance doesn't come with shampoo, but works with any standard solution available. And although the hardware is packaged in a number of small parts, everything clicks together really easily, so we were ready to go within minutes.

After rinsing our car with a hose, we quickly allayed any concerns that the Wo-Wo lance wouldn't deliver sufficient pressure, and it had

soon thoroughly coated our car, turning it white with snow soap.

When we rinsed the foam off, it had the desired effect, agitating the worst of the salt and muck from our bodywork. Not surprisingly, stained-on smears and stubborn grit remained, as this didn't have the power of a pressure washer and we weren't doing any scrubbing.

Still, the sheen the Wo-Wo Snow Foam Lance gave our car was satisfying, even if we had to revisit the dirtiest areas and wash them again.

Overall, it works out as an expensive way of washing a car, as you'll get through quite a lot of snow foam each time – but it might appeal to drivers who don't have time to spend with a bucket and sponge.

news, deals & events



T-shirt honours the end of the 2CV era

FANS of Citroën's classic 2CV can commemorate 25 years since the last model was made by snapping up a newly designed T-shirt.

Available via 69pitstop.com, the white tee pays homage to the car as it's drawn driving down the road, complete with frog and snail, along with the text 'Vive le 2CV!' – long live the 2CV. Made in sizes S to 3XL, it's priced at 25 Euros including postage.

Goodyear summer tyre raises game

TYRE brand Goodyear has revealed eight new sizes of its EfficientGrip Performance tyre, with every one of them promising top A ratings for fuel efficiency and wet grip performance in EU tyre label tests.

The 205/55R16 size finished second in our 2014 summer tyre test, but Goodyear's new options are spread over 16 and 17-inch sizes. And the tyre label rating performances improve on the previous scores of B and A.

Celebrate classic cars over breakfast

THE Brooklands Winter Classic Breakfast takes place this Sunday (16 February) at the Brooklands Museum, in Weybridge, Surrey.

It'll be one of three events held at the venue this year, and owners are invited to bring their classic car along and enjoy food served from 8am in the Sunbeam Café. The motoring village and museum will open shortly after breakfast. See brooklandsmuseum.co.uk for ticket and event information.

Know an event coming soon?
Contact Henry_Willis@dennis.co.uk

Gadgets slot in place with holder

FIRST TEST

CD Slot Mount gadget holder

Best price: £14.95 Rating: ★★ ★

Contact: www.tidymycar.com

WHEN we last tried the CD Slot Mount in Issue 1,289, we weren't keen on its awkward design. The device holder sticks in the disc slot of a car stereo to hold hardware on the go, and came with a sticky pad for gripping phones and accessories, but we felt it wasn't up to scratch compared to other mounts.

The key features have now been redesigned, and the new Slot Mount comes with extra mounting options as well as the sticky pad. Now there's an expanding grip to hold the outside of a handset, and you can buy another mount accessory for an extra £4.95 to hold additional phones at the same time.

This improves on the previous design, and means the sticky grip function, which annoyed us so much when we last tested the product, is no longer an issue. The CD Slot Mount held our phone firmly in three of the four cars we tried it in, although in the fourth car it was a bit too loose. Still, it should work well in most models with a CD player.

BEST PRICE £14.95



NEED TO KNOW...
"Instead of displaying hardware on the dash or windscreen, revamped mount slips into a stereo disc hole to provide an alternative mounting solution"

AWARD WINNING PRODUCTS

AUTO-CLAY

The best clay bar on the market

Auto Express: "Our new champion offers superb performance and value for money. You can also use it without lube. It ripped through our tests, removing virtually all the overspray and left a super-smooth finish on the roof, despite the limited number of passes."

Regular - £9.95
Soft - £10.95
Both - £19.95

5/5 Rating
★★★★★



CLEANSER-POLISH

The amazing cleanser polish

Practical Classics said, "Goes on easily with the applicator pad included...there's a very slight cutting element to this polish. Removal of the polish was rapid and straightforward leaving behind an exceptionally high-gloss finish."

"It was impossible to leave fingerprints on the smooth surface and...as close to a friction-free finish as is possible. Top marks."

Cleanser-Polish £14.95 includes buffing cloth and applicator pad

Cleanser-Polish + Regular Clay £21.95

P&P £2.95

Order by phone 01277 658899

Order online www.bilthamber.com



PHOENIX AUTOBULBS

www.phoenixautobulbs.co.uk

01527 908676

Full Range Of Automotive Bulbs • Replacement 6v, 12v & 24v
Upgrade Xenon Bulbs • LED Bulbs - With Built In Resistors
HID & Gas Discharge Bulbs • European Travel Kits For Driving in France
Complete Range Of Car Fuses
Free Postage & Advice

Voucher code 'AUTOEX' for a 5% discount on any purchase



The UK's **BIGGEST** choice of **QUALITY** wiper blades

Over 400 Different Part Numbers Held In Stock! - Opening hours 8.30am-5.00pm Mon-Fri - The **RIGHT WIPERS** for the **RIGHT PRICE!**

WWW.WIPERBLADES.CO.UK 01299 251130

SILVERLINE®

Flexible Magnetic Pick-Up Tool

253184

£6.10
Inc VAT

NEW

- Robust steel construction & ergonomic non-slip plastic handle
- Flexible neck for confined areas
- Magnet cover
- Retrieves ferrous objects up to 2kg

OVER 5000 TOOLS

Fixed Head Ratchet Spanner Set 6pce

633788

£43.50
Inc VAT



Bench Grinder 200W

263524

£35.93
Inc VAT



Quad Suction Pad

633580

£13.66
Inc VAT



Axle Stand Set 2pce

580486

£43.40
Inc VAT



Serpentine Belt Tool Set 8pce

255054

£23.28
Inc VAT



Telescopic Cleaning Brush

723890

£17.11
Inc VAT



Silverline - Official Tool Supplier of NASCAR



silverlinetools.com

Available on the App Store

ANDROID APP ON Google play

Facebook Twitter

Prices correct at time of print. Images not to scale. Colours may vary.

Mini test

ROOM FOR IMPROVEMENT

Angelwax Clarity

Best price: £7.95 (one litre)

Contact: 0141 886 6732, www.angelwax.co.uk

ON the side of its bottle, the strong-smelling Angelwax Clarity screenwash solution claims it works down to minus 25 degrees Celcius when used neat. This is only one degree off our Comma favourite, and when we left each product in the freezer to test its boasts it was almost as good as the winner.

It was the same when we reviewed the last Angelwax product in our group test as well. We were impressed by its abilities in freezing conditions, but were put off by its alcohol scent. This remains unchanged, so despite offering a new solution, Clarity doesn't improve on its predecessor that much. When we sprayed it on the screen it worked adequately, although it wasn't up to the standards of top-rated rivals. Rating: ★★



NEED TO KNOW...
"Angelwax has reworked its screenwash since we last tested it. While it's still a good product, the alcohol smell is very strong"

A spring clean for your windscreen

Henry Willis

THE run-up to spring can be a tricky time for driving, with a mix of sunshine and sub-zero temperatures the norm. It's essential to stay topped up with a screenwash that won't freeze, yet can clear dirt on warm days.

Angelwax's Clarity sets out to improve on the company's last screenwash offering, which we gave an average rating in our Issue 1,276 test.

To see if the new version is better, we tried it against the top-ranking two from that test: Comma's Xstream Screenwash and Prestone's Bugwash. Prices were taken from a range of sources as we went to press.

We waited to see how long each would last in a freezer, as well as rating how well they cleared a windscreen covered in dust and oily smears.

Comma's reliable Xstream wash swept up again. The newcomer performed well, but its strong smell remains.

"It's essential to stay topped up with a screenwash that won't freeze"

FIRM FAVOURITE

Comma Xstream Screenwash

Best price: £11.99 (five litres)

Contact: 01474 564311, www.commaoil.com

EVEN when diluted in a summer mix, this was efficient at clearing stubborn dirt stuck to the windscreen. It stood for longest in the freezer when mixed and outlasted its rivals when frozen neat. Some remains were left on the screen once we'd sprayed it on, but the fact that the five-litre solution is great even when diluted makes this the best. Rating: ★★★★★



SOLID SECOND CHOICE

Prestone Bugwash

Best price: £6.49 (four litres)

Contact: 0161 866 4800, www.holtsauto.com

THE Prestone screenwash is still an admirable contender, and remains ahead of the Angelwax product. It dealt with dust, oil and specs of dirt efficiently, just as we found last time. The four litres are ready-mixed, so we weren't expecting it to last long against its neat rivals in the freezer, but it still stood the test of time. Rating: ★★★★★



books, dvds & apps

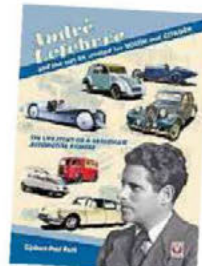


Andre Lefebvre and the Cars He Created

Gijsbert-Paul Berk (Veloce, www.veloce.co.uk)

RRP: £19.99 (paperback) Rating: ★★

ANDRE Lefebvre was influential in designing revered vintage Citroens like the Traction Avant, 2CV and DS. In this book, author Berk reminds us that Lefebvre is largely unknown in the modern auto industry, but highlights his role as a key pillar of the manufacturer's history and sheds some light on his life.

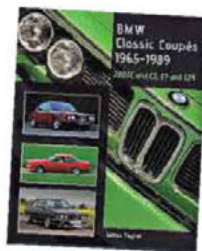


BMW Classic Coupés

James Taylor (Crowood Press, www.crowood.com)

RRP: £25 (hardback) Rating: ★★★★★

WHILE there's a host of stylish coupés in BMW's range today, author Taylor argues that the brand's two-doors came of age between 1965 and '89. He makes a good point as some of the cars in this title are stunning, and backed up with excellent prototype and model pictures, plus text. This is sure to appeal not just to BMW fans, but all petrolheads.

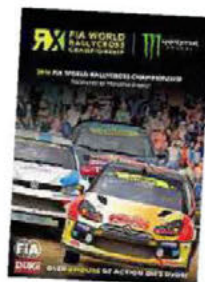


FIA World Rallycross 2014 Review

Available for: DVD, download (www.dukevideo.com)

Best price: £13.99 (download) Rating: ★★★★★

THE inaugural FIA World Rallycross Championship took place last year, to the excitement of many motorsport fans. Each of the 12 rounds from all over the world is summarised with exciting highlights in this comprehensive and well presented season review.



App of the week



Motorsport Manager

Available for: iOS

Price: £1.99 Rating: ★★★★★

ONE of our favourite pocket motorsport sims has been updated with a host of new features. More challenges have been added, as well as new leaderboards to conquer. It's well worth the initial £1.99 as we've spent hours aiming for the perfect race.



Angelwax

HEAVEN SCENT WICKED FINISH

Manufacturers of
Award Winning Detailing Products

Handmade in the UK



www.angelwax.co.uk

Angelwax Laboratories, Unit G, Meadowside Street,
Renfrew, PA4 8SR

0141-886-6732



THE
ROOF
BOX
COMPANY

Loads to carry?

Special offers for Auto Express readers!

The biggest roof bar,
roof box and
bike carrier
site on the web!

5% discount
for Auto Express
readers



Atera STRADA DL
Tow bar bike carrier

AUTO EXPRESS
BEST BUY
2013



Roof bars

Roof boxes

Boot liners and mats

Atera

BUZZ

CRUZ

innO.

KRAMEL

SARIS

THULE

Expert advice ✓ Huge choice ✓ Fast UK delivery ✓

Claim your discount at roofbox.co.uk/aex 015396 21884

AUTOLOG

...connecting your car



Bluetooth

visit our website for more information and where to buy...
www.AUTO-LOG.COM



Designed and
Engineered
in the UK.

TRANSFORMING THE USED CAR MARKET

AutoLOG has been designed to "transform the used car market" allowing customers to have access to all the information they need to make a fully informed decision on what is often a very expensive and important purchase.

- Use your smartphone to obtain a full vehicle history and health check.
- No special tech tool or PC required - a simple mobile application with a plug and play dongle

Vehicle History Check

Former keepers
Last changed date
Is the vehicle stolen?
Is the mileage accurate?
Is the valuation accurate?
What are the likely running costs?
Is the vehicle an insurance write-off?
Does the vehicle have outstanding finance?

Vehicle Diagnostic Check

Battery condition
Alternator condition
Fault codes Stored
Temperature sensor
EGR function
Vin number
Mass air flow
Fuel mixture



£49.95

AVAILABILITY
ANDROID - FEBRUARY
IOS - MARCH

GADGET CHARGERS

Which of these nine products is best for keeping your kit alive?

PRODUCT GROUP TEST 11 | 2 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

AE Kim Adams

PORTABLE electronic gadgets are a key part of driving and travelling, but they all need charging after prolonged use. Cigarette lighter adapters (tested in Issue 1,353) are one option, but power banks provide the ultimate charge on the go.

These can revive phones and almost anything USB powered, plus finish the job away from the car. They come in a wide range of sizes, capacities and options, but which is the best to keep your gadget working? We plugged in nine to find out.



Intocircuit PC11200

Best price: £20.99

Capacity: 11,200mAh

Contact: www.amazon.co.uk

BEST BUY DESPITE the Intocircuit kit's cracking price, you still get two leads plus a range of tips including those for PSP, Nokia, Samsung and Apple 30-pin. There are two USB sockets, with one rated at 2.1A – making it possible to charge your tablet and phone at the same time. A clear LCD display keeps track of charging, which was the joint best on test, plus there's a small LED worklight – a great combination.

Rating: ★★★★★



Olixar enCharge 15,000mAh Dual USB Power Bank

Best price: £34.99

Capacity: 15,000mAh

Contact: www.mobilefun.co.uk



Kit: Premium Powerbank 6,000mAh

Best price: £20 Capacity: 6,000mAh

Contact: www.halfords.com

QUICK charging that matched our best kits earns this second Halfords offering four stars. It has the same range of tips as its smaller stablemate, but it's quicker to charge through its 2.1A single USB socket. It will also revive a phone several times on one charge. The Kit: unit is smaller than our top two and could be carried in a pocket, although it's hefty at 200g and lacks a Lightning connector.

Rating: ★★★★★



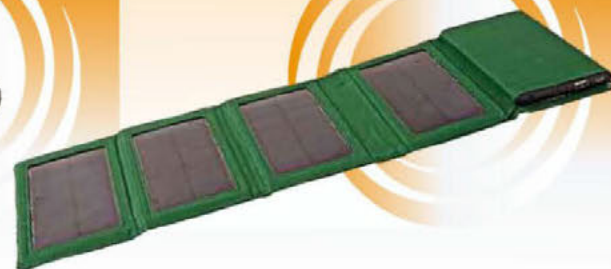
PowerGorilla

Best price: £160 Capacity: 21,000mAh

Contact: www.powertraveller.com

THE PowerGorilla is the size of a small tablet and ideal for the heavy user who spends their life on the move. It comes with its own mains charger with three international plugs, which can be used to power a laptop while topping up its battery – the biggest on test. There's a huge selection of tips, including a 12V socket, but oddly no Apple kit. Charging wasn't the quickest and for this eye-watering price, we'd expect more than one USB.

Rating: ★★★



enCharge Folding Solar Storage Power

Best price: £34.99 Capacity: 8,000mAh

Contact: www.mobilefun.co.uk

IF you spend time away from any sort of power, then this solar-powered device could be the solution. Four solar panels fold neatly around the slender battery. It can also be charged via a USB, and it comes with Apple Lightning and 30-pin adapters for the micro USB lead. There's a four LED battery monitor, but sadly charging was some way behind the rest of the devices on test.

Rating: ★★★



How we tested them

YOUR choice will be dictated by the kit you need to power, so we focused on charging performance, capacity and what's in the box. Extra points went to products with all you need to charge a range of kit, tested on the iPhone 5S, 3GS and iPad 2. We factored in convenience, plus extras like torches and storage bags. Also considered was price, taken from a range of sources as we went to press.

Verdict

INTOCIRCUIT'S PC11200 balances performance, capacity and attachments at a fine price to win. The similar Olixar enCharge 15,000mAh finishes second, ahead of the Kit: Powerbank 2000mAh.

1. Intocircuit PC11200
2. Olixar enCharge 15,000mAh Power Bank
3. Kit: Premium Powerbank 2000mAh



RECOMMENDED THIS unit provides all Apple users will need, as it includes 30-pin and Lightning adapters plus mini and micro USBs among others. There are power and charging leads and a four-stage LED battery monitor. You also get two USBs, including a faster 2.1A, and, oddly, an SD card reader. Charging was a touch behind our winner, and you pay for that extra kit and capacity.

Rating: ★★★★★



Kit: Premium Powerbank 2,000mAh

Best price: £10

Capacity: 2,000mAh

Contact: www.halfords.com

RECOMMENDED THE Kit: charger is the size of a tube of mints and light enough to be carried in your pocket. Unlike other small chargers here, it has a range of tips covering mini and micro USBs and Apple's 30-pin connector. There's only a single USB and it was slower than the top performers, but it got the job done and coped with all our tests. For emergency phone charging, this generously priced unit is all many of us will need.

Rating: ★★★★★



Pama Power N Go PNGP3

Best price: £37.49 Capacity: 6,000mAh

Contact: www.pama.com

LIGHT and slender, this Pama Power N Go PNGP3 could be slipped into an inside jacket pocket and barely be noticeable. Charging through the 2.1A USB socket was only a touch behind the best, and the decent capacity makes it capable of reviving several devices on a single charge. A battery monitor is in the casing, but you don't get any accessories apart from a charge lead, so you'll have to provide whatever your kit needs.

Rating: ★★★★★



Olixar enCharge 2,000mAh Portable Power Bank

Best price: £9.99 Capacity: 2,000mAh

Contact: www.mobilefun.co.uk

ABOUT the same size as two packs of chewing gum, the Olixar kit can be carried in your pocket and makes a good budget emergency product, although charging through its single USB is a little slower than the best. It tackled our iPad, but wouldn't work with the 3GS iPhone. You get an LED work light and a charge cable, although you'll have to supply leads for the devices you're using it on.

Rating: ★★★★★



Linearflux LithiumCard Hypercharger

Best price: £39.99 Capacity: 1,200mAh

Contact: www.firebox.com

WHILE other chargers here can be transported in pockets, this diminutive unit will easily fit into a wallet or purse as it's just five credit cards thick. There are versions for Apple Lightning and micro USB, and the cable and charging USB are cleverly built in. It works well, too, matching the quickest chargers here. It's useful if the two plugs are all you need, although it's pricey and capacity is small.

Rating: ★★★★★

Marketplace

Time you protected yourself against blame for an incident?

All the Crash Catcher® range have Night Vision as standard, with up to 16 Night Vision lenses.



With prices starting from **less than £40** can you afford not to?

For more details and to order visit
www.crashcatcher.co.uk

Don't be a victim, be part of the solution

As seen on
Daybreak
Gadget Show
Fifth Gear
itv4



weissenfels snowchains.co.uk
THULE 01732 884408
Easy Fit Snow Chains & Snow Socks




"I'm so sorry... I just couldn't see them!"



Auto Express readers get 10% off with the code **AUTOEX10**

Be safe not sorry. What price do you put on safety? 100% more light on the road with Twenty20 Daylight headlight bulbs from only £16.20 per pair.

Available exclusively at
ABD.co.uk/autoexpress, or call 0844 8842 888.

100% MORE LIGHT
2yr GUARANTEE
More with your smartphone for more information



Twenty20
daylight

ABD.co.uk/autoexpress

www.watches.co.uk
where time meets passion

SWISS WATCH COMPANY



We specialise in the acquisition and sale of high quality Swiss watches both modern and vintage, un-worn and pre-owned.

**Free Watch Valuation On-line
INSTANT CASH PAID**

by appointment only:
+44 (0)20 8994 4567

474a Chiswick High Road, Chiswick, London, W4 5TT

Rolex ■ Panerai ■ Tag Heuer ■ Audemars Piguet ■ Omega ■ Breitling ■ Zenith ■ IWC ■ Jaeger Le Coultre



**Auto
EXPRESS DRIVER
POWER**
YOUR VIEWS ON YOUR CARS



SEAT Leon Mk2

YOU TELL US... Hatch is good to drive, but can be costly to fix

**65th
PLACE**

2014 Results Leon Factfile

Years: 2005 to 2012 **CO₂:** 180g/km

Fuel economy: 37mpg (1.6 Reference 5dr)

Best features: Electric folding mirrors, Bluetooth connectivity, rear parking sensors, MP3 player

Prices: From £2,500

OVERALL SCORE

87.44%

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better

	150	125	100	75	50	25	1
RELIABILITY							64
BUILD QUALITY							137
RUNNING COSTS							54
PERFORMANCE							23
ROAD HANDLING							27
RIDE QUALITY							112
EASE OF DRIVING							68
SEAT COMFORT							95
PRACTICALITY							96
IN-CAR TECH							66

GOOD

"WELL made, fast, economical and handles beautifully."

"It's the best and most efficient car we have ever had."

"The level of standard equipment is fantastic."

"Great to drive. Feels like a more expensive car."

"I like the shape of the car and some of the design features that make it unique."

"I love the looks, power and gadgets. It's a brilliant compromise between practicality and performance."

NOT SO GOOD

"THE fuel consumption is disappointing and the cabin materials feel a little low budget."

"The brakes were done by the main dealer, but the cost was steep."

"An amber engine warning light came on and the dealer couldn't find anything wrong."

"Within the first week of ownership I had a loss of engine coolant."

"The dash materials are too plastic."

"Aftersales care was a joke. They wanted £300 to update the sat-nav."



How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower



**Joe
Finnerty**

Got any car queries?

Joe_Finnerty@dennis.co.uk

@AE_Consumer

Q Motability rejection rights

MY Volkswagen Golf was bought through the Motability scheme, but I've had a series of problems with it. Can I reject it?

John McCauley, E-mail

A YOU'RE leasing the car through Motability so your contract is with them. This means you'll need to pursue a rejection with Motability rather than the dealer concerned. Just because you've bought on a scheme, though, doesn't mean your statutory rights are affected when it comes to rejecting a car not fit for purpose.

Q Tax exemption confusion

I BOUGHT a pre-registered Kia Venga that's tax exempt for year one. However, the dealer then told me I'd need to stump up £110 for tax. How can that be right?

Gwyn Fitch, E-mail

A THE first-year rate would've applied when it was pre-registered and taxed by the dealer. However, since October tax hasn't been transferable when a car is sold. That means when you bought it you'd need to re-tax it at the standard rate. First-year discount rates only apply to the first vehicle licence taken out.

Q Will warranty cover rust?

RUST has appeared on the door handles of my 2008 Hyundai i20. The car has just come out of its warranty, and the garage has suggested it won't be covered. Is this right?

Luke Cafferty, E-mail

A EXAMPLES of the i20 from this year are known for developing corrosion in these areas, as well as around the rear wiper blade. You might be covered under the Hyundai anti-perforation warranty that lasts for 12 years. This covers inside to out rust. If the damage is as a result of stone chips or other outside influences, though, Hyundai is unlikely to foot the bill.

CAR WARRANTY EXPIRED?



Call us on Freephone

0800 121 4770



Get a Quote Online

warrantywise.co.uk

Watch Quentin's Guide
warrantywise.co.uk/guide



Warrantywise

For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!



BUYER'S GUIDE: Ford Fiesta

FROM £4,000 Award-winning Mk7 supermini is even better value as used buy

AE Richard Dredge

EVER since the original was launched in 1976, Ford's baby Fiesta has come to define the supermini market.

For almost four decades it's been one of the best-selling cars in the UK, and it's not hard to see why. Fun to drive, brilliant value and cheap to run, it's no wonder the Fiesta is a national institution.

Thanks to its popularity there are masses to choose from, so you won't have to travel far to find one. There are lots of variations on the theme, too – whether your focus is performance or economy, there's a Fiesta for you.

History

THE seventh-generation Fiesta debuted in 2008, with 1.25, 1.4 or 1.6-litre petrol engines, along with 1.4 or 1.6 diesels. The 1.25 came in 59 or 81bhp forms, there were three or five-door hatchbacks, and Studio, Style, Style+, Zetec, Zetec S and Titanium trim levels.

From October 2009, Edge muscled in between Style+ and Zetec. From the outset there was a 98g/km ECONetic edition; by March 2012 this was cut to just 87g/km. The 1.4 petrol got an auto option from June 2009, then in April 2010 came the sporty 118bhp S1600. The hot 180bhp 1.6-litre ST followed in 2012.

A facelifted Fiesta arrived in early 2013, offered with Ford's 1.0-litre EcoBoost engine.

Which one?

THERE are no poor engine choices, but we prefer the 1.6 TDCi for its muscle, relaxed cruising and economy.

The entry-level Style comes with electric front windows and remote central locking; Style+ adds a heated windscreen and air-con.

Zetec Fiestas feature 15-inch alloy wheels, a trip computer and ambient cabin lighting, while the Zetec S comes with 16-inch alloy wheels, lowered suspension and sports seats.

The range-topping Titanium packs cruise control, power-operated door mirrors, privacy glass, climate control, plus automatic lights and wipers. The high-spec Titanium is also

the most popular trim level for buyers of the Fiesta when new.

Alternatives

TOYOTA'S Yaris is reliable and good to drive, but you'll pay more for one of these than an equivalent Fiesta. Skoda's Fabia is roomy and fun to drive, too, while its VW Polo cousin offers the same virtues, but at a higher price. The Vauxhall Corsa is almost as plentiful as the Fiesta, and great value.

Don't discount Renault's Clio or Nissan's Micra; the first for its driving enjoyment and the second for reliability.

But the Honda Jazz is the Fiesta's toughest adversary. Not only is it very dependable, it's hugely practical and generously equipped. It's costly, though.

Verdict

THE Fiesta Mk7 has been our supermini of the year no less than five times – and we still love it. In fact, we love it even more as a second-hand buy, which is why in our most recent used car awards, the Ford was crowned best supermini.

Thanks to a great range of engines, every model is nippy and frugal. As an all-rounder, you really can't buy a more accomplished used supermini.



www.autoexpress.co.uk/driverpower

OUR VIEW

IT seems our readers don't love the Fiesta as much as we do: it finished a lowly 78th in our Driver Power 2014 survey. The highlight was 18th for handling, but 132nd for practicality is disappointing.

YOUR VIEW

HELEN Whitcombe from Shepherds Bush, W London, owns a 2010 Fiesta 1.25. She says: "It was a used bargain that's cheap to run. It's nippy in traffic, but good on the motorway, too. I won't sell it for many years yet."

Thanks to TC Harrison in Derby (www.tch.co.uk) for the loan of the Fiesta in our pictures

Pictures by John Colley



Contacts

Official
www.ford.co.uk

Forums
www.fiestamk7.com
www.fiestaclubgb.co.uk
www.fiestastoc.com
www.ukfiestanetwork.com

NEED TO KNOW

A knocking noise when the steering wheel is turned at low speeds is due to a worn column universal joint.

"The Fiesta Mk7 has been our supermini of the year no fewer than five times"



Interior

THE cabin is neatly designed, easy to use and generally has a quality feel. There's plenty of cubby space, plus head and legroom are good, but not brilliant. The 290-litre boot is also fine without being exceptional; it expands to 974 litres with the seats folded.



Performance

0-62mph/top speed
13.3 secs/104mph

Running costs

52mpg (1.25 82)
£45 fill-up

CO₂/tax

124g/km
£110

NEED TO KNOW

Windscreen washers can pack in when the under-bonnet hose gets trapped, and kinked, in the bonnet hinge.

NEED TO KNOW

Diesel Fiestas can suffer from hesitancy at low speeds, making quick getaways from junctions tricky.


Gears

GEAR selection can be tricky, especially reverse and first. It's often easier to select whatever gear you can get, before moving to the one you want.


Seals

DOOR seals can come away from the frame, leading to wind noise at speed and water leaks into the cabin. A dab of glue should adequately fix things.


Alloys

ALLOY wheels can buckle – particularly the 16 and 17-inch rims. Once a wheel has buckled, though, it'll be obvious as soon as the car is driven.


Steering racks

STEERING racks don't seem to last very long, while track rod ends aren't always very durable, either. Repairs tend not to be too costly, though.



How much?

	64 2014	62 2012	60 2011	59 2010	08 2008
Model					
1.0 (79) Zetec 5-door	£11,095	£8,795	N/A	N/A	N/A
1.25 (59) Style 5-door	£8,695	£6,950	£5,995	£5,150	£4,250
1.25 (81) Zetec 5-door	£10,350	£8,195	£6,650	£5,995	£4,950
1.4 Zetec 5-door	N/A	£7,975	£6,695	£5,995	£4,975
1.6 Titanium 5-door	N/A	£8,795	£7,375	£6,650	£5,450
1.4 TDCi Zetec 5-door	N/A	£8,750	£7,095	£6,250	£4,975
1.6 TDCi Zetec 5-door	£12,095	£9,250	£7,495	£6,495	£4,350

ANY Fiesta Mk7 priced at less than £4,000 is likely to be a category C or D insurance write-off. Straight, high-mileage early cars start at £4,000, but for just £500 more you can buy a Fiesta that's done less than 50,000 miles.

More than three-quarters of Fiestas have a petrol engine; if you'd prefer a diesel you'll pay from £5,000 for an example that's done under 50,000 miles. Five-doors are more plentiful than three-doors, while automatics account for less than one in 10 cars available. Most autos are priced from £5,000; the odd one is cheaper.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.0	6-18	65mpg	99g/km	Free
1.25	3-8	49-67mpg	120-133g/km	£30-130
1.4	7-9	43-49mpg	133-154g/km	£130-180
1.6	12-17	47-48mpg	134-139g/km	£130
1.4 TDCi	6-8	67-68mpg	107-110g/km	£20
1.5 TDCi	8-9	85-88mpg	95-98g/km	Free
1.6 TDCi	12-13	67-87mpg	87-110g/km	Free-£20

ALL Fiesta Mk7s need to be serviced every 12,500 miles or 12 months. Services run minor (£146), intermediate (£191) then major (£250) for all cars, apart from the 1.6 ST which differs slightly. All engines have a timing belt, which has to be replaced every eight years or 100,000 miles for the 1.25, 1.4 and 1.6 Duratec units. It's every 10 years or 150,000 miles for the 1.0 EcoBoost, or every 125,000 miles for the 1.6 EcoBoost and TDCi diesels.

Expect to pay £300 to have a new cambelt fitted, apart from on EcoBoost engines when it's a massive £850 job. The brake fluid needs to be replaced every two years – at £35 – while fresh coolant is needed every 10 years (£59).

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£61.20	£29.94
Brake discs (pair)	£102.29	£55.08
Door mirror glass (electric)	£21.56	£12.30*
Front wiper set	£29.95	£22.20

Prices for a 2012 Fiesta 1.25 82. Dealer prices from TC Harrison in Derby (tch.co.uk). Independent prices from Euro Car Parts (eurocarparts.com). *Price from wingmirrormarket.co.uk

Recalls

FORD has recalled the Fiesta Mk7 three times. The first affected cars built between July and November 2011 that could suffer from exhaust fumes getting into the cabin. The next came in February 2012; the rear suspension bolts could fail in 889 Fiestas built in September 2011.

In November 2014, the most recent recall was issued. It affected 40,000 diesel cars built in 2010 and 2011. The glow plug control module could short circuit and catch fire.

Car hunter

£8,000 for a multi-purpose family estate

Dear Lawrence, I'd like a mid sized diesel estate that's practical enough for plumbing work, yet smallish and comfortable for the family to drive. What should I consider for £8,000?

Gary Hutton, E-mail

Contact: Lawrence_Allan@dennis.co.uk



■ **THE SMART CHOICE**

Vauxhall Astra ST

FOR: Elegant looks, refined, solid cabin

AGAINST: Smallest boot, fiddly dash controls

VAUXHALL'S Astra isn't often described as the most stylish car, but in this company it looks pretty smart. The price you pay for a sleeker roofline is a smaller boot than rivals', although it's still a handy 500 litres.

Plus, the boot is well designed, with one-touch folding seats. The rest of the cabin is classy, with a high-quality feel, yet some buttons are fiddly and the front pillars cause blindspots. There's plenty of space for four.

On the road, the Sports Tourer is a refined and comfortable cruiser, while it handles competently, although the steering is a little lifeless. At least you can get the gutsy 2.0 CDTi diesel engine with your budget, which offers the strongest performance here and nearly 50mpg real-world economy.

The Astra ranked a poor 124th out of 150 in our Driver Power 2014 survey, with dealers also faring badly. We found a 2011 2.0 CDTi model in SE spec with 48,000 miles on the clock for £7,650.



■ **THE RELIABLE CHOICE**

Kia Cee'd SW

FOR: Big boot, efficient, seven-year warranty

AGAINST: Dated looks, some cheap trim

THE Cee'd was a landmark car for Kia, marking the point when it could finally challenge the best the market had to offer. It looks dated on the outside now, but if you can live with that, it's a strong choice.

The Sportswagon's boot is the biggest here – 534 litres – and there are hidden storage areas to keep valuables out of sight. There's reasonable passenger space, too. But some cabin materials are scratchy.

Despite the big boot, the Kia is very easy to drive, with good all-round visibility and light controls. The handling could be sharper, though, and the ride is firm in town. The 1.6 CRDi diesel is also the slowest here, but it makes up for that with excellent efficiency.

The Kia offers great peace-of-mind with a seven-year warranty, and although this version of the Cee'd wasn't ranked in Driver Power 2014, the latest model finished 10th out of 150. We spotted a top-spec 2011 1.6 CRDi 3 with 46,000 miles on the clock for £7,230.



■ **THE COMFORTABLE CHOICE**

Renault Mégane ST

FOR: Comfy ride, well equipped, availability

AGAINST: Passenger space, electrical issues

THIS generation of Mégane banished many of the quality and build issues of previous Renaults, but it still maintained some French flair in the styling. Inside it's much better built than before, and on a par with rivals without being cutting-edge.

Boot space is decent, too, with 524 litres, but rear passengers don't get quite as much legroom as rivals. It's not exactly cramped, though, and there's good kit, plus the usual storage areas.

The Renault majors on comfort with a soft ride that is the best here and shrugs off bumps. Handling could be better, but the 1.9 dCi is torquey and economical, if not the quietest diesel.

The Mégane only finished 92nd in our Driver Power 2014 survey, and it's worth looking out for electrical niggles. There's plenty of choice on the market, and our search found a 2011 1.9 dCi Dynamique TomTom with 57,000 miles on the clock for £7,350.

White tops colour charts

WHITE is now the most popular car colour in the UK, according to figures released by the Society of Motor Manufacturers and Traders (SMMT).

Just a decade ago, white cars accounted for less than one per cent of new car sales, but as fashion trends change, it has enjoyed a resurgence.

In 2014, 22 per cent of the 2.48 million new cars registered were a shade of white, the biggest number on record.

The most popular car sold in this shade was, unsurprisingly, the best-selling Ford Fiesta, with 25,845 finding homes. The second most popular colour was black, which had a 19 per cent share, while previously sought-after silver models slipped to 14 per cent.



"22 per cent of the 2.48 million new cars in 2014 were white"

Audi A7 Sportback

DEAL OF THE WEEK £8,000 contribution on A7

AUDI'S A7 Sportback just got a whole lot more tempting thanks to the firm offering a generous £8,000 towards the finance deposit.

It means the total amount payable on a 215bhp 3.0 TDI Ultra in SE Executive spec with the S tronic auto box falls from £51,753 to £43,753. You'll pay 35 monthly instalments of £449 plus a £9,000 deposit of your own. There's an optional final payment of £18,978 at the end of the three years to keep the car, too. Visit www.audi.co.uk for more info, or go to www.carbuyer.co.uk for more deals.

carbuyer
.co.uk



The Highest Quality Wheelchair Accessible Vehicles from Brotherwood®

Designed For Life.

**5 YEAR
CONVERSION
WARRANTY**

NEW CARETE Ford Tourneo Connect

Patented "STORO" Self Tensioning
Operational Restraint Quattro
Quick, simple, easy loading operation
Up to 59" internal headroom
Low, flat, and level wipe-clean floor
Wheelchair located next to rear seats
Excellent outward visibility
Four point wheelchair restraint
Full cross & diagonal safety belt for
wheelchair passenger
Optional PAWRS Powers Assisted
Wheelchair Restraint System
1 x Rear Passenger Seat included
(x2 on Titanium models)



with PAS2012-1:2012 Accreditation

Advance Payment **£5,977**



GOLD LION
Peugeot Partner Tepee

Wheelchair
Up-Front



with PAS2012-1:2012 Accreditation

Advance Payment **£12,495**



GOODLIFE
VW Caddy Life



with PAS2012-1:2012 Accreditation

Advance Payment **£3,847**

At **Brotherwood**, we believe that a wheelchair accessible car should put the needs of the wheelchair user first. That's why since 1985 we have built the highest quality WAVs, that enable wheelchair users to travel comfortably, safely and inclusively: Next to the rear passengers, or up front, for a first class experience.

To request a brochure pack or book your **FREE**, no-obligation home demonstration visit **CaddyGoodLife.co.uk** or call us on **0845 805 3407**

 **Motability**



BROTHERWOOD®
Manufacturer of the Best Wheelchair Accessible Cars

Warranty T&Cs apply. 5 Year Warranty applies to retail orders only.





Mazda 6
62.7mpg (official)
£70 fill-up



Skoda Superb
49.8mpg (official)
£67 fill-up



VW Passat
61.2mpg (official)
£79 fill-up

Turning on the style

These second-hand saloons offer luxury and performance on a budget. But which is best?

Mazda 6



Sporty looks continue inside the Mazda

2.2D 175 Sport

Years: 2013 to date **Engine:** 2.2-litre 4cyl, 173bhp
Insurance group: 23 **Econ/CO₂:** 63mpg/119g/km
Why? Japanese saloon is stylish, great to drive and offers something different to its rivals here.

Prices from: **£14,450**

THE Mazda 6 saloon was always a bit of a left-field choice for many – until now. The latest model impresses on the outside with genuinely sleek styling, and its sporting intent is clear inside. It's not quite as slick to use as the VW, but it's driver-focused and comfortable.

The real selling point with the 6 is its drive. The 2.2-litre diesel is smooth and punchy, yet the most efficient here. It has responsive and sharp steering, but the trade-off for that is a slightly firmer ride. Minor electrical niggles have been reported, but the 6 is generally reliable.

Skoda Superb



Skoda's interior is full of neat touches

2.0 TDI SE Plus

Years: 2008 to date **Engine:** 2.0-litre 4cyl, 168bhp
Insurance group: 23 **Econ/CO₂:** 50mpg/149g/km
Why? Skoda's big saloon features limousine-like space, excellent comfort and practical touches.

Prices from: **£8,250**

SKODA'S Superb doesn't do sporty, unlike the Mazda, and the rather dated exterior shows that. Instead, it majors on comfort and practicality, with by far the roomiest rear cabin here and some neat touches. The huge boot also has a split-level opening for hatch-like access.

It's no surprise that the Superb is great on the motorway, with a soft ride and good refinement, but the 2.0 TDI's emissions are high, plus the car is quite wallowy in corners. However, bar some problems with alloy corrosion and worn driver's seat leather, it's dependable.

Volkswagen Passat



VW features classy, high-quality cabin

2.0 TDI Sport

Years: 2011 to 2014 **Engine:** 2.0-litre 4cyl, 168bhp
Insurance group: 21 **Econ/CO₂:** 61mpg/120g/km
Why? The familiar Passat is classy inside and out, and is surprisingly good value second-hand.

Prices from: **£9,395**

THE VW Passat has just been replaced, but the outgoing car is still a good buy. While it's not exciting to look at, climb inside and you're greeted by executive car quality and a classy feel. It can't match the Skoda for pure space, although it's on a par with the 6, and the boot is big.

The Passat is a quiet and composed cruiser, but despite the 'Sport' spec, it lacks the dynamic edge of the Mazda. The TDI is a newer diesel than the Skoda's, with better economy and emissions. Look out for issues with the electronic parking brake sticking and battery going flat.

Verdict

1 Skoda Superb
★★★★★

IT might not drive as well as its rivals or have the looks, but for pure space, comfort, practicality and costs, the Skoda Superb just edges it out of these three.

2 VW Passat
★★★★★

THE Passat is a worthy runner-up here. Interior finish is unrivalled, plus it's very refined and efficient. However, it feels a little dated next to the Mazda.

3 Mazda 6
★★★★★

THE Mazda is much better to look at and more polished to drive, but just comes third due to its high price. Still, it was close.

HAS YOUR CAR WARRANTY EXPIRED?

30 DAYS MONEY BACK GUARANTEE

multi AWARD WINNING

95% POSITIVE FEEDBACK

15 years ONLINE

Auto Express ★★★★★
Auto Express Tested

If your car is over 3 years old, chances are your car warranty will have expired. Why risk wallet busting car repair bills?

Protect your motor with my award-winning car warranty from Warrantywise.

I've designed it to offer the UK's highest level of car warranty protection - bar none!

Call or go online for a quote and get total peace of mind for any car up to 12 years old*.

Quentin Willson
Designed by **Quentin Willson**

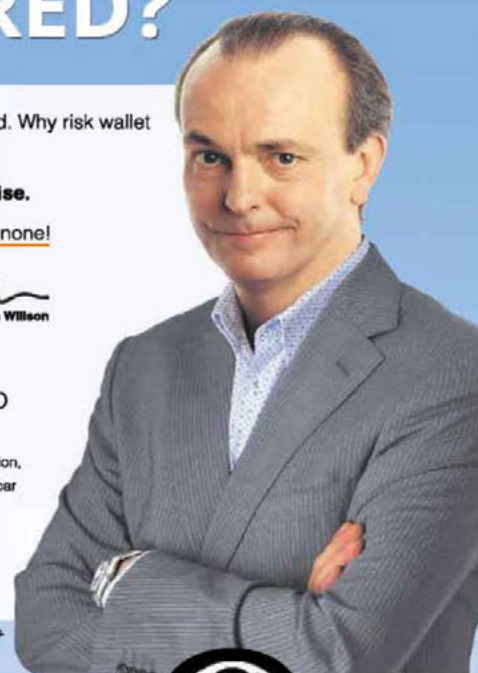


QUENTIN WILLSON'S GUIDE TO BEING WARRANTY WISE

Watch as motoring expert and consumer champion, Quentin Willson, explains the benefits of a used car warranty from Warrantywise.

Watch Quentin's Guide
warrantywise.co.uk/guide

*Not exceeding 120,000 miles. Terms and conditions apply. Accurate at the time of printing.



Call us on Freephone
0800 121 4770



Get a Quote Online
warrantywise.co.uk

Warrantywise
The UK's Best Used Car Warranty

Audemars Piguet

BREITLING

Cartier

FRANCE MULLER
GENEVE

HUBLOT

IWC

JAEGER-LECOULTRE

OMEGA

PATEK PHILIPPE

ROLEX

WE WANT TO BUY YOUR ROLEX

Some say, they will pay more for your Rolex and other luxury watches... but once they see it they won't

We pay what we say, sometimes more and we do it fast and secure.*

Buying & Selling the world's finest watches...

Call us today and find out for yourself



*Terms & Conditions Apply

rolex specialist
bqw

BQ WATCHES

BQW House, 1 Back Lane
Edgware, Middlesex HA8 0HS
info@bqwatches.com
www.bqwatches.com

0203 538 5189

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)
BAND G: 151-160g/km CO₂ (E180/E180)
BAND H: 161-170g/km CO₂ (E290/E290)
BAND I: 171-180g/km CO₂ (E245/E245)
BAND J: 181-200g/km CO₂ (E485/E485)
BAND K: 201-225g/km CO₂ (E635/E635)
BAND L: 226-255g/km CO₂ (E860/E860)
BAND M: Over 255g/km CO₂ (E1090/E1090)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hotline, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.com / Brochure: 0800 2227 8400 / Dealers: 25
 Warranty: 3 years/unlimited miles

Model	Price	MPG	CO ₂	Insurance group	List price
500 - 3657x1627mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
1.4 T-Jet 500	£43.5	7.9	155	27	£14560
1.4 T-Jet 595 Turismo	£43.5	7.4	155	28	£17990
1.4 T-Jet 595 Competizione	£43.5	7.4	155	28	£18090
1.4 T-Jet 695 Biposto	£43.5	5.8	155	38	£32990
500C/595C: add £1800, auto: add £1265					

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
 Warranty: 3 years/unlimited miles

Model	Price	MPG	CO ₂	Insurance group	List price
1.3 T-Jet 120mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
1.3 T-Jet 120 (85) Sprint	£79.0	12.9	95	11	£15415
1.3 T-Jet 120 (85) Distinctive	£79.0	12.9	95	11	£16855
875cc TwinAir Distinctive	£67.3	11.4	99	9	£16070
875cc TwinAir Sprint	£67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	£50.0	8.4	129	19	£17620
1.4 TB MultiAir (135) Q'foglio Verde	£52.3	7.3	124	26	£20210
QV Line: add £750 to Distinctive (not 1.3 T-Jet 120)					

GIULIETTA - 435x179mm, EURO-NCAP ★★★★★

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: 76					
1.4 TB (120) Progression	£44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	£44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	£46.7	7.8	134	23	£20990
1.6 T-Jet 120 Progression	£64.6	11.3	114	16	£19170
1.6 T-Jet 120 Distinctive	£64.6	11.3	114	16	£20420
2.0 T-Jet 120 (150) Distinctive	£67.3	8.8	110	24	£21720
2.0 T-Jet 120 (150) Exclusive	£67.3	8.8	110	24	£23470
1.75 TCT Quadrifoglio Verde	£40.4	6.0	162	25	£28120
Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir					

4C - 3989x209mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
1.75 TCT 4C	£41.4	4.5	157	N/A	£45000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
 Warranty: 2 years/unlimited miles

Model	Price	MPG	CO ₂	Insurance group	List price
D3 - 4628x1811mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0 auto D3 Bi-Turbo 4dr	£53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	£52.3	4.6	142	50	£46950

B3 - 4628x1811mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
3.0 auto B3 Bi-Turbo 4dr	£37.2	4.2	177	49	£54850
3.0 auto B3 Bi-Turbo Touring	£36.7	4.3	179	49	£56950

D5 - 4913x1860mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
3.0 auto D5 Bi-Turbo 4dr	£47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	£45.6	5.3	163	47	£59950

B5 - 4905x1913x1860mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
4.4 V8 auto B5 Bi-Turbo 4dr	£26.9	4.5	244	N/A	£75150

B7 - 5092x1902mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
4.4 V8 auto B7 Bi-Turbo 4dr	£28.5	4.6	230	N/A	£98800

XD3 - 4651x1901mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
3.0 auto XD3 Bi-Turbo	£42.8	4.9	174	50	£56450

D4 - 4640x1825mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
3.0 auto D4 Bi-Turbo	£42.8	4.9	174	50	£56450

3.0 auto D4 Bi-Turbo Coupe

Model	Price	MPG	CO ₂	Insurance group	List price
3.0 auto D4 Bi-Turbo Convertible	£47.9	5.0	156	49	£54950

B4 - 4640x1825mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
3.0 auto B4 Bi-Turbo Coupe	£37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	£35.3	4.5	186	49	£62950

B6 - 4894x1894mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
4.4 V8 auto B6 Bi-Turbo Coupe	£30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	£29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
 Warranty: 3 years/unlimited miles

Model	Price	MPG	CO ₂	Insurance group	List price
Atom - 3410x1798mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5K	N/A	2.6	N/A	N/A	£64800

Nomad - 3215x1850mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000

ASTON MARTIN

www.astonmartin.com / Brochure: 01926 646464 / Dealers: 22
 Warranty: 3 years/unlimited miles

Model	Price	MPG	CO ₂	Insurance group	List price
Rapide S - 5020x2140mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
6.0 V12 auto Rapide S	£19.9	4.9	332	50	£150289

Vantage - 4380x1865x1865mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
4.7 V8 Vantage	£20.5	4.8	321	50	£87394
4.7 V8 Vantage N430	£20.5	4.8	321	50	£92394
4.7 V8 Vantage S	£20.5	4.5	321	50	£97394
6.0 V12 Vantage S	£17.3	3.7	388	50	£139145
Auto: add £5000, Vantage Roadster: add £9000					

DB9 - 4720x1875mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
6.0 V12 auto Coupe	£19.8	4.6	333	50	£135527
DB9 Volante: add £10000					

Vanquish - 4721x1905mm, EURO-NCAP N/A

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: N/A					
6.0 V12 auto Coupe	£19.6	4.1	335	50	£194140
Vanquish Volante: add £2000					

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
 Warranty: 3 years/60000 miles

Model	Price	MPG	CO ₂	Insurance group	List price
A1 - 3954x1740mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: 63					
1.6 TDI (116) SE 3dr	£80.7	9.4	92	N/A	£15390
1.4 TFSI (125) Sport 3dr	£57.6	8.8	115	N/A	£16690
1.6 TDI (116) Sport 3dr	£80.7	9.4	92	N/A	£17365
1.4 TFSI (125) S line 3dr	£56.5	8.8	117	N/A	£16685
1.4 TFSI (125) S line 3dr	£58.9	7.8	112	N/A	£19480
1.6 TDI (116) S line 3dr	£80.7	9.4	93	N/A	£19360
2.0 TFSI (231) S1 3dr	£40.4	5.8	162	33	£25340
Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730					

A3 - 4237x1777mm, EURO-NCAP ★★★★★

Model	Price	MPG	CO ₂	Insurance group	List price
DRIVER POWER POS: 16					
1.2 TFSI (110) SE 3dr	£57.6	9.9	114	14	£18575
1.4 TFSI (125) SE 3dr	£43.3	9.3	120	16	£19875
1.4 TFSI (150) CoD SE 3dr	£60.1	8.3	109	16	£20725
1.8 TFSI (180) Sport 3dr	£67.7	7.1	135	23	£23995
1.8 TDI (116) SE 3dr	£43.3	10.7	99	16	£20825
2.0 TDI (150) SE 3dr	£68.9	8.6	106	21	£22175

1.6 TDI (110) Sport 3dr

Model	Price	MPG	CO ₂	Insurance group	List price
2.0 TDI (150) Sport 3dr	£68.9	8.6	106	21	£23575
2.0 TDI (184) Sport 3dr	£68.9	7.3	108	27	£24845
2.0 TFSI (200) quattro S3 3dr	£40.4	5.2	162	36	£30940
1.4 TFSI (125) e-tron S3	£176.6	7.6	37	29	£29950
Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1590 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S-tronic, £2910 to 2.0 TDI (184) S-tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £3360, SE Technik: add £750 to SE diesel, Sport: add £1225 to SE, S line: add £2150 to Sport					

A4 - 4701x1761x1826mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 80

Model	Price	MPG	CO ₂	Insurance group	List price
1.8 TFSI (120) SE Technik	£43.5	10.5	151	19	£25685
1.8 TFSI (120) SE Technik	£49.6	8.1	134	24	£27390
2.0 TDI (177) quattro SE Technik	£58.9	8.2	134	26	£31180
2.0 TDI (136) SE	£64.2	9.6	112	22	£27600
2.0 TDI ultra (163) SE Technik	£64.2	8.6	109	22	£29620
2.0 TFSI (225) quattro S-tronic SE Tech	£40.4	6.8	155	31	£32945
3.0 TDI quattro S-tronic S line	£49.5	6.1	149	33	£38215
3.0 V6 TFSI quattro S-tronic S4	£35.0	5.0	178	36	£39610
4.2 V8 TFSI quattro S-tronic RS4 Avant	£26.4	4.7	249	41	£45545
Auto: add £1480 to 1.8 TFSI (120), 2.0 TDI (177), £1555 to 2.0 TDI, A4 Avant: add £1200-£1315, S line: add £2555 to SE, Black Edition Plus: add £1250 to S line, S4 black: add £1075 to S4					

AS Sportback - 4712x1761x1854mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.8 TFSI Sdr	E	48.7	8.2	136	27	C26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	27	C28550
2.0 TFSI quattro SE Sdr	E	41.5	7.1	159	28	C28550
2.0 TDI ultra (136) Sdr	E	67.3	9.5	109	24	C28545
2.0 TDI (177) Sdr	C	60.3	8.5	120	28	C30115
2.0 TDI (177) SE Sdr	C	60.3	8.5	120	28	C30115
2.0 TDI ultra (136) SE Sdr	E	67.3	9.5	109	24	C30115
2.0 TDI (177) SE Sdr	C	61.4	8.5	120	28	C30115
2.0 TDI (150) multitronic SE Sdr	D	58.5	9.4	127	24	C37410
2.0 TDI (204) multitronic S line SE Sdr	D	57.6	1.7	123	30	C37410
2.0 TDI (243) quattri S line SE Sdr	D	57.6	1.7	123	30	C37410
3.0 V6 TFSI quattro S5	S	35.0	5.1	190	40	C42895
3.0 V6 TFSI quattro S5 2.0 TDI (177) Sdr	D	58.5	9.4	127	24	C37410
add €1645 to 2.0 TDI (177) Sdr, S line and Black. SE Technic: add €1390 to SE, S line; add €2390 to SE, Black; add €1250 to S line.						

Audi
Vorsprung durch Technik



The Audi A1 Sportback Sport. From £219 per month.*



This price includes Audi Music Interface, 16" alloy wheels and Sports suspension. And an Audi to call yours.

Business users only with Contract Hire.†

Official fuel consumption figures for the Audi A1 Sportback Sport 1.6 TDI 116PS 5-speed manual in mpg (l/100km): Urban 65.7 (4.3), Extra Urban 91.1 (3.1), Combined 80.7 (3.5). CO₂ emissions: 92g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance. †Plus VAT and initial rental. Business users only. Based on Audi A1 Sportback Sport 1.6 TDI 116PS 5-speed manual. Based on 3 years, 10,000 mile per annum Contract Hire agreement with an initial rental of £1,314.00. 6.0p (plus VAT) excess mileage charges apply. Offer available for orders before 31 March 2015 and delivered by 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at a rate of 20%. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication (February 2015) and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freestop Audi Finance.

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
Flying Spur - 5299x1924mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345

Continental - 4804x5290x1916-1945mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645
Continental GTC add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12						

BMW						
www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153						
Warranty: 3 years/unlimited miles						

1 Series - 3999x1775mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						

aDrive auto i3	A	N/A	7.2	0	21	£30680
aDrive auto i3 Range Extender	A	470.8	7.9	13	21	£38880

1 Series - 4324x1765mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 8						

1.6 114i ES 3dr	E	49.6	11.2	132	12	£17775
1.6 114i ES 3dr	E	49.7	12.2	112	15	£19110
1.6 114i SE 3dr	E	49.6	11.2	132	12	£18345
1.6 116i SE 3dr	E	49.6	8.5	132	17	£19895
1.6 118i SE 3dr	E	47.9	7.4	137	22	£21940
1.6 114d SE 3dr	E	49.7	12.2	112	15	£19980
1.6 116d EfficientDynamics 3dr	A	74.3	10.5	99	15	£20830
2.0 116d SE 3dr	C	62.8	10.3	119	15	£20830
2.0 118d SE 3dr	C	62.8	8.9	119	19	£21975
2.0 120d SE 3dr	C	62.8	7.2	119	24	£23425
1.6 114i Sport 3dr	E	49.6	11.2	132	13	£19470
1.6 116i Sport 3dr	E	49.6	8.5	132	18	£21020
1.6 118i Sport 3dr	E	47.9	7.4	137	22	£22940
1.6 114d Sport 3dr	C	65.7	12.2	112	15	£20980
2.0 116d Sport 3dr	C	62.8	10.3	119	16	£21830
2.0 118d Sport 3dr	C	62.8	8.9	119	20	£22975
2.0 120d Sport 3dr	C	62.8	7.2	119	24	£24425
1.6 116i M Sport 3dr	E	49.6	8.5	132	18	£22465
1.6 118i M Sport 3dr	E	47.9	7.4	137	22	£24385
2.0 125i M Sport 3dr	G	42.8	6.5	154	30	£26025
3.0 M135i 3dr	J	35.3	5.1	188	39	£30845
2.0 116d M Sport 3dr	C	62.8	10.7	117	16	£23275
2.0 118d M Sport 3dr	C	62.8	8.9	119	20	£24420
2.0 120d M Sport 3dr	C	62.8	7.2	119	24	£25870
2.0 125d M Sport 3dr	D	57.6	6.5	129	31	£27785
Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, Sdr: add £530, Urban: same price as Sport.						

3 Series - 4624x1811mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 12						

2.0 316d ES	C	62.8	10.9	119	20	£26275
2.0 316d SE	C	62.8	10.9	119	20	£27125
2.0 318d SE	C	62.8	9.1	119	25	£28375
2.0 318d Luxury	C	62.8	9.1	119	25	£30875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32	£29475
2.0 320d SE	C	61.4	7.5	120	32	£29475
2.0 320d Luxury	C	61.4	7.5	120	32	£31975
2.0 325d SE	D	57.6	6.8	129	35	£31275
2.0 325d Luxury	D	57.6	6.8	129	41	£33775
3.0 auto 330d SE	D	57.6	5.6	129	35	£34675
3.0 auto 330d Luxury	D	57.6	5.6	129	38	£37175
3.0 auto 350d xDrive Luxury	F	52.3	4.8	149	43	£41720
1.6 316i ES	E	47.9	8.9	137	23	£24255
1.6 316i SE	E	47.9	8.9	137	23	£25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26425
2.0 320i SE	F	44.8	7.3	147	31	£27270
2.0 320i Luxury	F	44.8	7.3	147	31	£29770
2.0 328i SE	F	44.1	5.9	149	36	£30470
2.0 328i Luxury	F	44.1	5.9	149	36	£32970
3.0 335i Luxury	J	35.8	5.5	186	38	£34640
3.0 auto 350d xDrive 3 SE	J	47.9	5.3	139	38	£42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44645
3.0 TTT M3	K	32.1	4.3	204	45	£56590
Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, Sport: add £1000 to SE, M Sport: add £500 to Luxury						

3 Series Gran Turismo - 4824x1828mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

2.0 320i SE	G	42.8	7.9	153	31	£29905
2.0 320i Sport	G	42.8	7.9	153	31	£30905
2.0 328i SE	G	42.2	6.1	155	35	£33105
2.0 328i Sport	G	42.2	6.1	155	35	£34105
3.0 335i Luxury	J	34.9	5.7	189	38	£40580
2.0 318d SE	C	62.8	9.7	119	24	£31275
2.0 318d Sport	C	62.8	9.7	119	24	£32275
2.0 320d SE	D	57.6	8.0	129	30	£32375
2.0 320d Sport	D	57.6	8.0	129	30	£33375
Auto: add £1515, xDrive: add £1500 to 320i, Luxury: add £1000 to Sport, M Sport: add £250 to Luxury						

5 Series - 4907x1998x1860-1901mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 4						

2.0 520i SE	F	44.1	7.9	149	36	£35130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39550
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	J	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£33285
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36985
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8 DCT M5	L	28.5	4.3	232	48	£74835
4.4 V8 DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91890
Auto: add £1535, 5 Series Touring: add £2325, Luxury: same price as M Sport except where listed						

5 Series Gran Turismo - 4998x1901mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

3.0 auto 535i Luxury Sdr	J	34.4	6.1	192	44	£48460
2.0 auto 520d SE Sdr	H	53.3	8.9	139	33	£38045
3.0 auto 530d SE Sdr	G	48.7	6.2	153	43	£46965
3.0 auto 535d Luxury Sdr	G	47.9	5.7	154	46	£51885
4.4 V8 auto 550i Luxury Sdr	K	30.7	5.0	214	46	£59510
Luxury: add £2800 to 520d SE, add £2000 to 530d SE, M Sport: add £800 to 535i, 530d and 535d Luxury, £950 to 550i Luxury, same price as 520d Luxury						

6 Series Gran Coupe - 5007x1894mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

3.0 auto 640i SE	I	36.7	5.4	181	47	£62375
3.0 auto 640d SE	F	51.4	5.4	148	48	£64875
3.0 auto 650i M Sport	K	32.8	4.6	206	50	£76150
4.4 V8 DCT M6	L	28.5	4.2	232	50	£98145
M Sport: add £4665 to SE						

7 Series - 5072x5212x1902mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						

3.0 auto 740i SE	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.9	158	48	£67200
3.0 auto 730d SE	F	50.4	6.1	148	48	£68275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65465
4.4 auto 750i SE	J	32.8	4.8	199	49	£71515
6.0 V12 auto 760i SE	M	21.1	4.6	314	50	£102015
Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760i						

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						

1.5T 218i SE	C	57.6	9.2	115	15	£22125
2.0 218d SE	B	68.9	8.9	109	17	£24295
1.5T 218i Sport	C	57.6	9.2	115	15	£23375
2.0 218d Sport	B	68.9	8.9	109	18	£25455
1.5T 218i Luxury	C	57.6	9.2	115	16	£24125
2.0 218d Luxury	B	68.9	8.9	109	18	£26205
1.5T 218i M Sport	C	57.6	9.2	115	16	£25150
2.0 218d M Sport	B	68.9	8.9	109	18	£27205

X1 - 4454x1798mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 100						

2.0 xDrive20i SE	I	37.7	7.8	176	28	£27280
2.0 xDrive16d SE	D	57.6	11.5	128	18	£24230
2.0 xDrive18d SE	D	57.6	9.6	128	22	£25330
2.0 xDrive20d EfficientDynamics	C	62.8	8.3	119	24	£25760
2.0 xDrive20d SE	D	57.6	7.8	129	24	£25760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£2

IT'S ARRIVED!

Introducing DTUK's NEW and improved CRD-1+ Multi-Channel Diesel Performance System for your car, van or motor home



24/7 After sales Support

Upto 40% MORE BHP & Torque

Upto 20% MORE fuel economy*

Only 10 minutes to fit on average

Three Year Warranty

For further information contact sales:

01207 299 538

sales@dtuk-performance.co.uk

DTUK
PERFORMANCE SPECIALISTS

www.dtuk-performance.co.uk

*depending on engine type

CHIP EXPRESS™

tuning specialists

Plug-in Diesel Upgrades

Enjoy up to 40% more POWER
and 20% better ECONOMY!



Diesel Tuning for Cars, Commercials, Tractors & Boats
Fit yourself in minutes - instantly improve drivability!



Easy to:
Fit
Remove
Transfer



The CHIP EXPRESS™ tuning system is without doubt the most advanced plug-in diesel upgrade available. It works in harmony with your engine, retaining all safety functions without needing to interfere with the vehicle's existing on-board computer. It can be self fitted in minutes, adjusted for more performance and easily removed. It will free your vehicle from its manufacturer's limits.

www.chipexpress.com

Visit our website, see your vehicle's true potential, order online.

e: email@chipexpress.com t: 01727 730 956

Estate: add £1100, Zetec S: add £1,250 to Zetec, Titanium X: add £2000 to Titanium (not 1.5T EcoBoost (150), 1.6 TDCI, 1.6 Powershift), ST-2: add £1500 to ST-1, ST-3: add £3800 to ST-1

Mondeo (NEW) - 4800x1852mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5T (160) EcoBoost Titanium	E	48.7	9.2	134	23	£22445
1.5T (160) EcoBoost Zetec	E	48.7	9.2	134	23	£21045
1.6 TDCI (115) EcoBoost Style	A	78.5	12.1	94	17	£20795
1.6 TDCI (115) EcoBoost Titanium	A	78.5	12.1	94	17	£22995
1.6 TDCI (115) EcoBoost Zetec	A	78.5	12.1	94	17	£21795
2.0 TDCI (150) EcoBoost Style	B	68.9	9.4	107	23	£21545
2.0 TDCI (150) EcoBoost Titanium	B	68.9	9.4	107	23	£23745
2.0 TDCI (180) Titanium	C	64.2	8.3	115	27	£24245
2.0 TDCI (150) EcoBoost Zetec	B	68.9	9.4	107	23	£23545
2.0T EcoBoost (240) auto Titanium	B	58.7	7.9	169	29	£25745
2.0 TIVCT (187) Hybrid	A	67.3	9.2	99	21	£24695

Auto: add £1500 to 1.5T EcoBoost, 2.0 TDCI (not Style), Mondeo Estate: add £1250

Tourneo Connect - 4418-4818x1966mm **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0T (100) EcoBoost Style	D	50.4	14.0	129	7	£14445
1.6 TDCI (95) Style	D	56.5	14.7	130	8	£14945
1.0T (100) EcoBoost Zetec	D	50.4	14.0	129	7	£16095
1.6 TDCI (95) Zetec	D	56.5	14.7	130	12	£16595
1.6 TDCI (115) Zetec	D	58.9	12.1	130	10	£17195
1.6 TDCI (95) Titanium	D	56.5	14.7	130	8	£17595
1.6 TDCI (115) Titanium	D	58.9	13.9	130	11	£18195
1.6 (150) auto Titanium	I	35.3	10.9	184	11	£19115

Economy Pack: add £360 to 1.6 TDCI (95), Grand Tourneo Connect: add £2000 to diesels (not 1.6 TDCI (95) Titanium), seven seats: add £240 to Grand Tourneo Connect

B-MAX - 4077x1751mm **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.4 (90) Studio	E	47.1	13.8	129	7	£13095
1.4 (90) Zetec	E	47.1	13.8	129	8	£14195
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£15495
1.0T (125) EcoBoost Zetec	C	52.7	11.2	114	12	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCI (75) Zetec	B	68.9	16.5	109	8	£16295
1.6 TDCI (95) Zetec	B	70.6	13.9	104	11	£16795

Titanium: add £1400 to Zetec (not 1.4 (90), 1.5 TDCI), Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)

C-MAX - 4380x1828mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 62

1.6 TIVCT (105) Zetec	F	44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCI (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCI (115) Titanium	C	62.8	11.3	117	16	£20850
2.0 TDCI (140) Titanium	D	57.7	9.6	125	20	£21725
1.6T EcoBoost (142) Titanium X	D	45.6	8.5	144	19	£23660
2.0 TDCI (163) Titanium X	D	57.7	8.6	129	20	£24225

Auto: add £1375 to 2.0 TDCI, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCI Titanium

Grand C-MAX - 4520x1828mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 62

1.6 TIVCT (105) Zetec	F	44.1	12.6	149	11	£19345
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCI (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£22250
1.6 TDCI (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCI (140) Titanium	D	57.7	9.6	125	20	£23120
1.6T EcoBoost (142) Titanium X	D	45.6	8.5	144	19	£24995
2.0 TDCI (163) Titanium X	D	57.7	8.6	129	20	£25620
2.0 TDCI (163) Titanium X	E	55.4	10.1	134	20	£21950

Auto: add £1375 to 2.0 TDCI, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCI Titanium

S-MAX - 4768x1884mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 80

1.6 TDCI (115) Titanium S/S	E	54.0	13.0	139	17	£25860
1.6 TDCI (115) Zetec S/S	E	54.0	13.0	139	16	£24110
1.6T (160) EcoBoost Titanium S/S	G	42.0	9.8	159	19	£25060
1.6T (160) EcoBoost Zetec S/S	G	42.0	9.8	159	18	£23310
2.0 TDCI (140) Titanium	F	50.0	10.2	149	19	£26045
2.0 TDCI (163) Titanium	F	50.0	9.5	149	20	£26645
2.0 TDCI (140) Zetec	F	50.0	10.2	149	18	£24295
2.0 (203) Powershift Titanium	J	35.0	8.5	189	23	£26795
2.0 (240) Powershift Titanium X Sport	J	34.0	7.9	194	27	£31485
2.0 TDCI (200) Titanium	H	43.0	8.6	174	26	£27870

Auto: add £1530 to 2.0 TDCI, Titanium X Sport: add £3750 to 2.0 TDCI (163) and 2.2 TDCI Titanium

Galaxy - 4820x1884mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 46

1.6 TDCI (115) Titanium S/S	E	54.0	13.4	139	17	£28360
1.6 TDCI (115) Zetec S/S	E	54.0	13.4	139	16	£26660
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	18	£27370
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	18	£25670
2.0 (203) EcoBoost Powershift Titanium	J	35.0	8.8	189	24	£25235
2.0 TDCI (140) Titanium	F	50.0	10.6	149	20	£28545
2.0 TDCI (163) Titanium	F	50.0	9.8	149	22	£29145
2.0 TDCI (140) Zetec	F	50.0	10.6	149	20	£28645
2.2 TDCI (200) Titanium	I	42.0	8.8	179	26	£30375

Auto: add £1490 to 2.0 TDCI, Titanium X: add £2500 to Titanium

EcoSport - 4010x1765mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCI (91) Titanium	C	61.4	14.0	120	9	£16495

Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium

Ranger - 5359x1850mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.2 TDCI (125) Double Cab	J	37.2	14.9	199	13	£22859
2.2 TDCI (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCI (150) Double Cab XL	K	36.2	12.3	206	11	£25449
2.2 TDCI (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCI (200) Double Cab Limited	M	29.1	10.3	256	12	£28949

3.2 TDCI (200) Double Cab Limited: M 29.1 10.3 256 12 £30389
Auto: add £1200 to 2.2 TDCI Limited and 3.2 TDCI Limited, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 34

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCI (150) Zetec FWD	G	53.3	10.6	139	20	£22695
2.0 TDCI (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCI (180) Titanium AWD	G	47.9	10.7	154	21	£26345

Auto: add £1485 to 2.0 TDCI AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCI (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Mustang - 4784x1916mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	N/A	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.4	299	21	£32995

Auto: add £1500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54

Warranty: 6 years/25000 miles

Steed - 5040x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196

Warranty: 3 years/60000 miles

Jazz - 3900x1695mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 47

1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13595
1.3 iMA Hybrid auto HE	G	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	G	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	G	63.0	12.3	104	13	£19250
1.4 i-VTEC ES	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	126	16	£15995
1.4 i-VTEC SI	D	51.0	11.5	128	16	£14995

Auto: add £1100 to 1.4, iSpec: add £995 to S, SE, ES, EX, EXL and iMA

Civic - 4300x1770mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.4 i-VTEC S	D	52.3	13.4	129	8	£18895
1.4 i-VTEC SE	D	48.7	9.1	137	16	£19255
1.8 i-VTEC SE Plus	F	47.1	9.1	143	16	£20955
1.8 i-VTEC SR	F	47.1	9.1	143	17	£23355
1.6 i-VTEC S	A	78.5	10.5	94	18	£20375
1.6 i-VTEC SE Plus	A	78.5	10.5	94	18	£21960
1.6 i-VTEC SR	A	78.5	10.5	94	18	£24360

Auto: add £1400-£1415 to 1.8 i-VTEC, iSpec: add £995 to S, ES45 to SE Plus, EX Plus: add £2300 to SR, Tourer: add £1000-£1550

Accord - 4725x1940mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 31

2.0 i-VTEC ES	G	41.0	9.4	159	23	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	24	£26580
2.2 i-VTEC ES	F	53.0	9.4	138	24	£25480
2.2 i-VTEC EX	F	52.0	9.5	141	25	£28795
2.2 i-VTEC Type S	F	50.0	8.8	147	28	£31435
2.4 i-VTEC EX	J	33.0	8.1	199	26	£27885

Auto:



Eco band
MPG
0-60mph
CO₂
Insurance group
List price

1.4 (100) Active Sdr	B	47.1	13.2	139	8	£16310
1.6 (120) auto Active Sdr	G	41.5	11.8	159	10	£17710
1.6 CRDi (110) Active Sdr	A	76.3	11.5	97	12	£18595
1.4 (100) Style Sdr	F	46.3	13.2	143	8	£17310
1.6 CRDi (128) Style Sdr	F	74.3	10.2	104	14	£19895
1.6 (120) Premium Sdr	B	44.1	10.9	149	9	£20275
1.6 CRDi (128) Premium Sdr	B	68.9	10.9	108	13	£22715

Auto: add £1815 to 1.6 CRDi Active and Premium, 130 Tourer; add £1100 to 1.6 CRDi; add £1300 to SE.

140 - 4740x1770mm, EURO-NCAP

DRIVER POWER POS: 42

1.7 CRDi (115) 80 Active	C	66.0	12.9	113	12	£19105
1.7 CRDi (136) 80 Active	C	63.0	10.6	119	16	£19905
1.7 CRDi (115) 80 Style	C	66.0	12.9	113	12	£21205
1.7 CRDi (136) 80 Style	C	63.0	10.6	119	16	£22005
1.7 CRDi (115) 80 Premium	C	66.0	12.9	113	12	£24405
1.7 CRDi (136) 80 Premium	C	63.0	10.6	119	16	£25205

Auto: add £1765 to 1.7 CRDi (136) (not Active), 140 Tourer; add £1250 to 1.7 CRDi (115), £1350 to 1.7 CRDi (136) BlueDrive, £1400 to 1.7 CRDi.

1620 - 4100x1755mm, EURO-NCAP

DRIVER POWER POS: 47

1.4 Active	D	50.0	12.9	130	8	£13655
1.4 Classic	D	50.0	12.9	130	8	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13895
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Style	G	44.0	12.2	154	10	£19510
1.6 auto Style	G	44.0	12.2	154	10	£19960

1625 - 4410x1820mm, EURO-NCAP

DRIVER POWER POS: 50

1.6 GDI 2WD S	G	41.5	11.1	158	18	£17000
1.7 CRDi 2WD S	G	53.3	12.4	139	16	£18500
1.6 GDI 2WD SE	G	41.5	11.1	158	18	£18600
1.7 CRDi 2WD SE	G	53.3	12.4	139	16	£20100
1.7 CRDi 4WD SE	F	48.6	11.3	145	21	£23600
1.7 CRDi 2WD Premium	F	50.4	12.4	147	17	£22850
1.7 CRDi 4WD Premium	F	48.6	11.3	149	21	£25750

Auto: add £1465 to 2.0 CRDi, 150; add £180 to 1.6 GDI, Premium; add £800 to Premium.

Santa Fe - 4620x1880mm, EURO-NCAP

DRIVER POWER POS: N/A

2.3 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.3 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.3 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020
2.3 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£33720

Auto: add £1705 to 4WD models, Seven seats; add £1200 to Premium.

Genesis - 4990x1890mm, EURO-NCAP

DRIVER POWER POS: N/A

3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995
--------------------	---	------	-----	-----	----	--------

INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790x1880mm, EURO-NCAP

DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	39	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	F	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive; add £1920 to SE, Premium; Executive; add £3120 to Premium.

Q60 - 4655x1770x1770mm, EURO-NCAP

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe S Prem	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	N/A	145	N/A	£42300
2.2d auto Q70 Premium	D	57.6	N/A	129	N/A	£32650
2.2d auto Q70 Sport	D	57.6	N/A	129	N/A	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	45	£44100

Tech spec: add £4100 to Premium, £2350 to Sport.

QX50 - 4635x1845mm, EURO-NCAP

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3588 to GT models.

QX70 - 4865x1925mm, EURO-NCAP

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42325
3.7 V6 auto QX70S	M	23.0	6.8	282	50	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models.

ISUZU

www.isuzu.co.uk / Brochure: 0846 626 640 / Dealers: 97
Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, EURO-NCAP

DRIVER POWER POS: N/A

2.5D Elger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah.

Eco band
MPG
0-60mph
CO₂
Insurance group
List price

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	N/A	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	N/A	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	N/A	£32975
2.0d (180) SE	B	67.3	7.4	109	N/A	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	N/A	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	N/A	£33675
2.0d (200) auto SE	I	37.7	7.1	179	N/A	£26995
2.0d (200) auto R-Sport	I	37.7	7.1	179	N/A	£29475
2.0d (240) auto R-Sport	I	37.7	6.5	179	N/A	£33095
2.0d (240) auto Portfolio	I	37.7	6.5	179	N/A	£33745
3.0d S/C (240) auto S	I	34.9	4.9	154	N/A	£44870

Auto: add £1750 to 2.0d, Prestige; add £1000 to SE.

XP - 4961x1877mm, EURO-NCAP

DRIVER POWER POS: 15

2.2d (163) auto SE	F	52.0	8.8	149	33	£29945
2.2d (163) auto SE Business	F	52.0	8.8	149	33	£31495
2.2d (163) auto Luxury	F	52.0	8.8	149	33	£33945
2.2d (200) auto SE	F	52.0	8.5	149	40	£33945
2.2d (200) auto Sport	F	52.0	8.5	149	41	£34945
2.2d (200) auto Portfolio	F	52.0	8.5	149	41	£42195
3.0d V6 auto SE	H	45.0	7.1	169	43	£35860
3.0d V6 auto SE Portfolio	H	45.0	7.1	169	44	£45115
3.0d V6 auto SE Luxury	H	45.0	6.4	169	45	£46615
3.0d V6 auto SE Portfolio	H	45.0	6.4	169	46	£49515
5.0 V8 S/C auto XFR	M	24.4	4.7	270	49	£85440
5.0 V8 S/C auto XFR-S	M	24.4	4.4	270	50	£99995

Sportbrake: add £2000 to 2.2d, R-Sport; add £50 to SE; Premium; add £4000 to SE.

XJ - 5122x2471x1894mm, EURO-NCAP

DRIVER POWER POS: N/A

3.0d V6 auto SE	I	40.0	6.4	184	48	£56870
3.0d V6 auto Portfolio	I	40.0	6.4	184	49	£57870
3.0d V6 auto Premium Luxury	I	40.0	6.4	184	49	£60770
3.0 V8 S/C auto Premium	L	30.0	5.7	224	49	£74550
3.0 V8 S/C auto Premium	L	30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	50	£96895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395

Long wheelbase: add £3110 (not XJR).

R-Type - 4670x1923mm, EURO-NCAP

DRIVER POWER POS: N/A

3.0 V6 S/C (160) Coupe	L	28.8	5.5	234	50	£31250
3.0 V6 S/C (180) S Coupe	L	28.8	5.3	234	50	£60250
5.0 V8 S/C (250) auto R Coupe	L	26.4	4.0	255	50	£80800

Auto: add £1800 to V6, 4WD; add £4850 to V8 and V8 R; Convertible: add £5485 to all models.

XK - 4795x1892mm, EURO-NCAP

DRIVER POWER POS: 41

5.0 V8 auto XK Signature	M	25.0	5.5	264	47	£54875
5.0 V8 S/C auto XK Dynamic R	M	23.0	4.8	292	50	£69975
5.0 V8 S/C auto XK S	M	23.0	4.4	292	50	£97490

XK Convertible: add £6000.

JEEP

www.jeep.co.uk / Brochure: 0800 0425337 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1855mm, EURO-NCAP

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	N/A	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	N/A	£18595
1.6 MultiJet (120) Sport	C	61.4	10.2	120	N/A	£18695
1.4T MultiJet (140) Longitude	E	47.1	10.9	140	N/A	£19795
1.6 MultiJet (120) Longitude	C	61.4	10.2	120	N/A	£20295
2.0 MultiJet (140) 4WD Longitude	E	55.4	5.5	134	N/A	£22795
2.0 MultiJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	N/A	£25595
2.0 MultiJet (170) auto 4WD Trailhawk	G	48.7	8.9	151	N/A	£27995

Auto: add £1400 to 1.4 MultiJet; Limited: add £2600 to Longitude.

Wrangler - 4223x1751x1873-1877mm, EURO-NCAP

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	24	£31180
2.8 CRD auto Sahara 4dr	K	34.9	10.6	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.9	10.6	217	25	£32830

Wrangler Special Order programme: prices from £29025-£39445.

Compass - 4408x1812mm, EURO-NCAP

DRIVER POWER POS: N/A

2.0 VPT Sport 4x2	H	37.2	10.6	175	22	£18470
2.0 CRD Limited 4x4	H	42.8	8.8	172	26	£25740
2.4 VPT auto North 4x4	K	31.4	10.5	209	24	£21010
2.4 VPT auto Limited 4x4	K	31.4	10.5	209	24	£23660

Cherokee - 4623x1859mm, EURO-NCAP

DRIVER POWER POS: N/A

3.0 CRD V6 auto Limited	J	37.1	8.2	198	40	£48705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£48405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SRT8	M	20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 075 777 / Dealers: 170

Warranty: 7 years/100000 miles

Free download

Download the AUTO EXPRESS APP



FREE
APP

- ✓ Start reading on your iPad for free
- ✓ Get news and content updates throughout the week
- ✓ Even more car news straight to your iPad
- ✓ Still get all your first drives, road tests & reviews, plus exclusive video content

To download search for
'Auto Express' on your iPad



	Eco	mpg	0-60mph	CO ₂	Insurance group	List price
3.5 V6 Hybrid auto RX 450h SE	F	44.8	7.8	145	40	£64,495
Advance/Luxury: add £6,000 to SE, F Sport: add £7,500 to SE, Premier: add £11,000 to SE						
RC F - 4704x1849mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
5.0 V8 auto RC F	L	26.2	N/A	252	48	£59,995
LOTUS						
www.lotuscars.co.uk / Dealers: 13						
Warranty: 3 years/36,000 miles						
Elise - 3785x1719mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 Elise	F	45.0	6.0	149	43	£28,720
1.8 Elise S	I	37.5	4.2	175	43	£36,965
Club Racer: £600 less						
Exige S - 4052x1802mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.5 V6 VTH S/C Coupe	L	28.0	4.0	236	46	£54,235
Auto: add £2,000, Exige S Roadster: same price as Coupe						
Evija - 4342-4360x1848-1972mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.5 V6 VTH Evija	K	30.3	4.8	217	46	£52,660
3.5 V6 VTH S/C Evija S	L	28.7	4.6	229	50	£61,885
Evija 2+2: add £19,000 to Evija, add £16,750 to Evija S, auto: add £1,800						
MCLAREN						
www.mclarenautomotive.com / Dealers: 3						
Warranty: 3 years						
650S - 4512x2053mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.8 V8T S50 650S	M	24.2	3.0	275	50	£195,275
3.8 V8T S50 650S Spider	M	24.2	3.0	275	50	£215,275
P1 - 4588x1880mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.8 V8T DCT Hybrid P1	J	34.0	2.8	194	50	£266,000
MASERATI						
www.maserati.com / Brochure: 0800 064 6468 / Dealers: 17						
Warranty: 3 years/unlimited miles						
Ghibli - 4871x1948mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V8T auto	K	29.4	5.6	223	N/A	£52,615
3.0 V8T auto S	L	27.2	5.0	242	N/A	£63,760
3.0 V6 auto Diesel	G	47.9	6.3	158	N/A	£49,160
Quattroporte - 5262x1948mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 V6 auto Diesel	G	45.6	6.4	163	50	£68,235
3.0 V8T auto S	L	27.2	5.1	242	50	£80,115
3.8 V8 auto GT	M	23.9	4.7	274	50	£108,185
GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.2 V8 auto	M	19.8	5.2	330	50	£82,280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110,135
4.7 V8 Sport	M	18.2	4.7	360	50	£94,140
GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
4.7 V8 auto	M	19.5	5.3	337	50	£98,340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111,770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103,995
MAZDA						
www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170						
Warranty: 3 years/60,000 miles						
2 (NEW) - 4060x1659mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.5 (75) SE	B	60.1	12.1	110	N/A	£11,995
1.5 (75) SE-L	B	60.1	12.1	110	N/A	£12,995
1.5 (90) SE-L	B	62.8	9.4	105	N/A	£13,995
1.5 (90) Sport	B	62.8	9.4	105	N/A	£14,995
1.5 (115) Sport Nav	C	56.5	8.7	117	N/A	£15,995
1.5D (105) SE-L	A	83.1	10.1	89	N/A	£15,995
1.5D (105) Sport	A	83.1	10.1	89	N/A	£16,995
Auto: add £1,200 to 1.5 (90)						
3 - 4465-4585x1795mm, EURO-NCAP N/A						
DRIVER POWER POS: 24						
1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16,995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17,995
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20,995
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21,920
2.2D (150) SE Sdr	D	72.4	8.1	107	23	£19,645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22,545
Auto: add £1,200 to 2.0 (120) and 2.2D, Facelift: same price as Sdr (not 1.5, diesel auto), SE-L: add £1,500 to SE (not 1.5)						
6 - 4870x1840mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.0 (145) SE	D	51.4	9.5	129	18	£19,995
2.0 (165) Sport	E	47.9	9.1	135	19	£23,495
2.2D (150) SE	B	68.9	9.0	108	21	£22,095
2.2D (150) Sport	B	68.9	9.0	108	21	£25,295
2.2D (175) Sport	C	62.8	7.8	119	23	£26,295
Auto: add £1,300 to 2.0 (145) (not SE), £1,200 to 2.2D (not SE), Tourer: add £800-£1,000 (not 2.0 (145)), SE-L: add £800 to SE						
5 - 4585x1750mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6D Sport Venture	E	54.3	13.7	138	16	£21,895
2.0 Sport Venture	G	40.9	11.0	159	15	£20,495

	Eco	mpg	0-60mph	CO ₂	Insurance group	List price
CLX-S - 4540x1740mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 13						
2.0 (165) SE-L	E	47.1	9.2	139	17	£21599
2.0 (165) Sport	E	47.1	9.2	139	18	£22999
2.2D (150) SE-L	C	61.4	9.2	119	20	£23699
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24299
2.2D (175) Sport	C	61.4	9.2	119	21	£25099
2.2D (175) Sport 4WD	E	54.3	8.8	136	23	£27699
Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to SkyActiv-D (150) SE-L						
MX-5 - 4020x1720mm, EURO-NCAP N/A						
DRIVER POWER POS: 96						
1.8i SE Air Con	H	40.0	9.9	167	22	£18199
2.0i Roadster Coupe Sport Tech	I	36.0	7.6	181	26	£26999
2.0i auto Roadster Coupe PHEV	J	35.3	6.9	188	26	£26999
2.0i Roadster Coupe 250h Anniv	I	36.0	7.9	181	26	£26999
Roadster Coupe: add £1500, Sport Venture: add £500 to 1.8i SE, £1000 to 1.8i SE RC, take £400 off 2.0i Sport Tech RC						
MERCEDES						
www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 13						
Warranty: 3 years/unlimited miles						
A-Class - 4292x1780mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.6 A 180 SE	D	51.4	9.2	128	18	£20711
1.6 A 180 Sport	E	51.4	9.2	133	18	£21811
1.6 A 200 Sport	E	49.6	8.4	134	23	£23746
1.9 auto A 250 AMG Sport	F	45.6	6.6	145	33	£22346
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£23966
1.5 A 180 ECO SE	A	78.5	11.3	92	15	£19136
1.5 A 180 ECO AMG Sport	A	78.5	11.3	92	16	£22776
1.8 A 200 CDI Eco Sport	C	62.8	9.3	118	20	£22866
2.1 auto A 220 CDI AMG Sport	C	62.8	9.2	115	20	£22776
2.0T auto A 145 AMG	G	40.9	4.6	161	43	£38119
Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250						
B-Class - 4393x1786mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.6 B 180 SE	D	50.4	9.3	129	19	£21501
1.6 B 200 SE	D	50.4	9.6	130	22	£22871
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	120	29	£28621
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£22527
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22877
1.8 B 200 CDI SE	C	65.7	9.9	111	19	£23812
2.1 auto B 220 CDI Sport	B	67.3	8.8	109	20	£23626
Auto: add £1450, Sport: add £725 to petrol SE, £595 to 1.8 B 200 SE, £775 to B 200 CDI, AMG Line: add £200 to SE and £1890 to B 180 SE and B 200 CDI, add £1295 to B 220 CDI Sport, £1425 to 4MATIC						
CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£28921
1.8 CLA 220 CDI Sport	C	62.8	9.2	117	28	£29877
1.6 CLA 180 Sport	B	50.3	9.3	130	24	£24776
2.0 CLA 250 AMG Line	G	42.8	6.6	154	35	£30446
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£40227
Auto: add £1450, AMG Line: add £2200 to Sport models, Shooting Brake: add £850-£980						
C-Class - 4686x1810mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
2.0 C 200 AMG Line	D	51.4	7.5	128	31	£33026
2.0 auto C 200 AMG Line	D	51.4	7.3	127	32	£32676
2.0 C 200 BlueTEC AMG Line	B	72.4	9.7	106	26	£32746
2.0 C 200 BlueTEC SE	B	72.4	9.7	102	25	£32576
2.0 C 200 SE	D	53.3	7.5	123	29	£32727
2.1 C 220 BlueTEC AMG Line	B	68.9	7.7	106	31	£33727
2.1 C 220 BlueTEC SE	B	70.6	7.7	103	29	£32876
2.1 auto C 220 BlueTEC AMG Line	C	64.2	7.4	113	31	£34776
2.1 auto C 250 BlueTEC AMG Line	C	64.2	6.6	113	37	£35926
2.1 auto C 250 BlueTEC SE	B	65.7	6.6	109	35	£33436
2.1 auto C 300 BlueTEC Hybrid AMG Line	E	68.5	6.4	99	37	£39526
2.1 auto C 300 BlueTEC Hybrid SE	A	78.5	6.4	94	36	£35046
2.0T auto AMG C 63	J	34.5	4.1	192	47	£68126
2.0T auto AMG C 63 S	J	34.5	4.0	192	48	£68546
Auto: add £1500, SE Executive: add £995 to SE (not C200 BlueTEC), Sport: add £1995 to SE, Estate: add £1900-£1915, Premium: add £2895 to SE/AMG Line, Premium Plus: add £1200 to Premium						
E-Class - 4879x1854mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 27						
2.0 auto E 200 AMG Line	F	46.3	7.9	142	40	£36851
2.0 auto E 200 SE	E	47.9	7.9	138	43	£34346
2.1 auto E 220 BlueTEC AMG Line	D	57.9	8.3	128	39	£38726
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34726
2.0 auto E 250 AMG Line	F	46.3	7.4	142	41	£37476
2.0 auto E 250 SE	E	47.9	7.4	138	41	£35947
2.1 auto E 250 Blue AMG Line	E	55.4	7.5	134	43	£38626
2.1 auto E 250 CDI SE	D	52.7	7.5	129	41	£36846
2.1 auto E 300 BlueTEC Hybrid AMG Line	J	67.3	7.1	110	45	£40377
2.1 auto E 300 BlueTEC Hybrid SE	B	68.9	7.1	109	44	£38726
3.0 auto E 350 BlueTEC AMG Line	E	58.3	6.4	139	46	£41211
5.5 V8T MCT 63 AMG	L	23.8	4.2	230	47	£64726
5.5 V8T MCT 63 AMG S	L	28.5	4.1	232	49	£68111
Auto: add £1520 to £220 CDI, Estate: add £1790-£1915, Premium: add £2895 to SE/AMG Line, Premium Plus: add £1200 to Premium						
CLS-Class - 4940x1851mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.2 auto CLS 220 PTEC AMG Line	D	56.5	8.5	129	43	£46501
3.0 auto CLS 350 PTEC AMG Line	F	52.3	6.5	142	48	£50826
3.5 auto CLS 450 AMG Line	E	38.3	5.3	170	47	£55851
5.5 V8T auto CLS 63 AMG S	L	28.5	4.1	231	50	£65601
Premium: add £2395 to BlueTEC, Premium Plus: add £1200 to Premium, Shooting Brake: add £1580 to CLS 220, £1450 to CLS 350, £590 to CLS 450 AMG S						
S-Class - 5115-5240x1899mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.1 auto S 300 BlueTEC Hyb L AMG Line	C	61.4	7.6	120	50	£72826
3.0 auto S 350 BlueTEC SE Line L	F	51.4	6.8	146	49	£69611
3.0 auto S 350 BlueTEC AMG Line	G	51.4	6.8	151	50	£67946
3.5 auto S 400 BlueTEC AMG Line	F	44.8	6.8	147	49	£70901
3.5 auto S 400 Hybrid AMG Line L	G	44.8	6.8	153	49	£73946
3.0 auto S 500 Plug-in AMG Line L	A	100.9	5.2	65	49	£80796
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£88391
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£140611
5.5 V8T auto S 63 AMG L	L	28.0	4.4	237	50	£141961



Eco band
MPG
0-60mph
CO₂
Insurance group
List price

Long wheelbase: add £3000 to S350 BlueTEC AMG Line

Citroën - 432x1825mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.5 108 CDI Traveller Long	C	65.7	N/A	119	7	£19723
1.5 109 CDI Traveller Long	C	65.7	N/A	119	9	£20059
1.5 111 CDI Traveller Long	N/A	N/A	N/A	14	£21877	
1.2 112 Traveller	N/A	N/A	N/A	12	£19581	
Extra-Long 7seats: add £2088 to 109 CDI, £1788 to 111 CDI						

GLA-Class - 4417x1804mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
2.1 GLA 200 CDI Sport	C	62.8	10.0	119	25	£26265
2.1 auto GLA 220 CDI 4MATIC Spt	C	65.4	8.3	132	26	£26775
2.0T auto GLA 250 4MATIC Spt	C	62.8	7.1	154	33	£30330
2.0T auto GLA 45 AMG	H	37.7	4.8	175	44	£44595
Auto: add £1450 to GLA 200 CDI, 4MATIC: add £1630 to GLA 200 CDI auto, AMG Line: add £1000						

M-Class - 4804x1526mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
2.1 auto M 250 BlueTEC SE Exec	C	46.3	9.0	154	38	£48190
3.0 auto M 350 BlueTEC SE Exec	J	39.2	7.4	179	43	£51335
5.5 V12T auto M 63 AMG	M	23.9	4.8	276	50	£68995
AMG Line: add £2660 to SE Executive						

GL-Class - 5141x1982mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209	49	£60750
5.5 V12T auto GL 63 AMG	M	23.0	4.9	288	50	£93350

G-Class - 4763x1855mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 auto G 350 BlueTEC	M	25.2	9.1	235	50	£86435
5.5 V12T auto G 63 AMG	M	20.5	5.4	322	50	£129635

C-Class Coupe - 4590x1770mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	34	£29965
2.2 C 220 CDI Executive SE	B	68.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	F	68.9	8.4	109	38	£32460
2.2 C 220 CDI AMG Sport Edition	F	68.9	7.0	143	38	£33515
3.0 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495
Auto: add £1500						

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: 27						
2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	122	40	£36615
3.0 auto E 250 CDI AMG Line	D	57.7	7.3	129	44	£40730
3.0 auto E 350 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	E	40.9	5.2	161	46	£46110
E-Class Cabriolet: add £3370-£3500						

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
4.6 auto S 500 AMG Line	K	48.6	4.6	219	N/A	£96190
5.5 V12T auto S 63 AMG	L	47.1	4.2	237	50	£125595
6.0 V12T auto S 65 AMG	M	37.2	4.1	279	50	£183065

SLK-Class - 4134x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 200 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 230 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 230 CDI AMG Sport	E	56.5	6.7	132	42	£37150
3.5 auto SLK 350 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£53545
Auto: add £1520 to SLK 200, add £1410 to SLK 250						

SL-Class - 4617x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 V12T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V12T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12T auto SL 65 AMG	M	24.4	4.0	270	50	£170815

AMG GT - 4546x1939mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
4.0 V12T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V12T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110495

MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/60000 miles

MG3 - 4018x1729mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£2929
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£2949
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 - 4651x1827mm, EURO-NCAP N/A

DRIVER POWER POS: 6						
1.8 TCI GT S 5dr	H	37.7	8.4	174	13	£15455
1.8 TCI GT SE 5dr	H	37.7	8.4	174	14	£16955
1.8 TCI GT TSE 5dr	H	37.7	8.4	174	14	£18955
1.9 DTI-Tech GT S 5dr	D	37.6	8.9	129	14	£16999
1.9 DTI-Tech GT SE 5dr	D	37.6	8.9	129	14	£18195
1.9 DTI-Tech GT TSE 5dr	D	37.6	8.9	129	15	£20195
Magneite 4dr: add £1000 (TSE only)						

MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles

MINI - 3821x3850x1727mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.8	105	20	£15300
1.5 Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	F	68.9	7.4	106	23	£19450
Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, Sdr: add £600 to Cooper and above						

Convertible - 3723x1683mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Paceman - 4110x1789mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.6 Cooper	E	47.1	10.4	140	16	£18890
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£20370
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440
Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

Countryman - 4097x1789mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17990
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870
Auto: add £1195 to Cooper ALL4, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD						

Coupe - 3728x1683mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710
Auto: add £1085 to Cooper, add £1145 to Cooper S5D						

Roadster - 3728x1683mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.6 Cooper	D	52.0	9.0	127	17	£16260
1.6T Cooper S	E	49.0	6.5	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21860
Auto: add £1085 to Cooper, add £1145 to Cooper S5D						

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 3 years/unlimited miles

1-3475x1475mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
49kW auto i-MiEV	A	N/A	16.0	0	27	£23499

Mirage - 3710x1665mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.0 Mirvix 1	A	67.3	13.6	96	15	£8999
1.2 Mirvix 2	A	68.9	11.7	96	18	£10999
1.2 Mirvix 3	A	65.7	11.7	100	18	£11999
1.2 Mirvix auto 3	A	68.9	12.8	95	18	£12999

ASX - 4295x1770mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
1.6 2	E	47.1	11.4	137	13	£14999
1.6 3	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£23240
2.2 Di-D auto 4WD 4	G	48.7	10.8	153	20	£24649

Outlander - 4655x1800mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A						
2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26999
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£30999
2.0 Hybrid auto GX3hi PHEV	A	148.011.0	44	26	£32499	
2.0 Hybrid auto GX4hi PHEV	A	148.011.0	44	27	£32849	
2.0 Hybrid auto GX4hi PHEV	A	148.011.0	44	24	£34999	
Auto: add £1400 to GX4						

For car buying advice, would you go to neighbour Petulia?



No, for real-life, no-nonsense, buying advice go to Carbuyer

We won't just tell you what it is like to drive a car, we'll tell you what it is like to own. We'll reveal the running costs, explain what might go wrong and you can find out what existing owners think. So for information that'll help you buy your perfect new car, there's only one place to go.

carbuyer.co.uk

✓ Trusted reviews ✓ Owner opinion ✓ Expert advice

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 VTI (120) S	G	58.7	13.4	164	5	£14640
1.6 VTI (98) Urban	G	42.2	14.7	155	2	£13285

Auto: add £890 to 1.6 HDI (92) S

2008 - 4365x1837mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 69

1.6 VTI (120) Access	G	42.1	11.8	155	15	£17250
1.6 HDI (115) Access	D	58.9	13.6	125	15	£19045
1.6 VTI (120) Active	G	42.1	11.8	155	15	£19850
1.6 THP (156) Allure	G	40.9	8.9	159	20	£21750
1.6 HDI (115) Active	D	58.9	13.6	125	15	£20495
2.0 HDI (150) Active	E	53.2	9.7	139	20	£21600
2.0 HDI (200) HYbrid4 Active	A	83.1	8.5	88	26	£27245
2.0 HDI (200) HYbrid4 Allure	A	72.4	8.5	99	26	£28245

Auto: add £850 to 1.6 HDI, £1200 to 2.0 HDI Allure, Allure: add £1600 to Active

5008 - 4530x1886mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 77

1.6 VTI (120) Access	G	40.9	12.3	159	13	£19050
1.6 HDI (115) Access	D	56.4	12.9	128	14	£20745
1.6 VTI (120) Active	G	40.9	12.3	159	12	£20800
1.6 THP (156) Allure	G	40.9	9.7	159	17	£23450
1.6 HDI (115) Active	E	56.4	12.9	132	14	£23445
2.0 HDI (150) Active	E	51.3	10.0	142	18	£23450

Auto: add £850 to 1.6 HDI, £1205 to 2.0 HDI, Allure: add £1750 to Active (not 1.6 VTI)

2008 - 4159x1729-1829mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 11

1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£19050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445

Auto: add £800 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambiance: add £200 to Calima Ambiance

RCZ - 4290x1845mm, EURO-NCAP N/A

DRIVER POWER POS: 20

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	8.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000

Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36

Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 PDK Panamera Diesel	G	44.8	6.4	156	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.0 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93291
4.8 V8 TTD PDK Panamera Turbo	L	27.7	4.1	239	50	£108006

Panamera 4: add £3581 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo

Macan - 4681x1923mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V8 PDK Macan Turbo	K	31.7	4.8	208	44	£59300

Cayenne - 4855x1939mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	83.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60218
4.8 V8 TTD Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

Boxster - 4374x1801mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GTS	K	31.4	5.0	211	44	£52879

PDK: add £1922 (£2351 to GTS, not GT4)

Cayman - 4380x438x1801mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GT4	K	31.4	4.9	211	43	£53597
3.4 Cayman GTS	L	27.4	4.4	238	NA	£64451

PDK: add £1922 (£2351 to GTS, not GT4)

911 - 4491x4545x1808-1880mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£88400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91094
3.8 PDK Turbo	L	29.1	3.1	227	50	£120594
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK GT3	M	22.8	3.5	289	50	£100540

PDK: add £2387, Cabriolet: add £8659 to Carrera/Turbo S, £8660 to Carrera S/4S/GTS, £8340 to Turbo, Target: add £8012 to Carrera 4/4S

918 Spyder - 4643x1940mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	NA	£781195
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	NA	£853195

PROTON

www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85

Warranty: 3 years/60000 miles

Savvy - 3710x1643mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.2 Style	E	50.0	13.9	134	8	£7995
-----------	---	------	------	-----	---	-------

Satria Neo - 3905x1710mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 GSX	G	43.0	11.5	157	3	£8495
1.6 Sport	G	43.0	11.5	157	3	£9495

Gen2 - 4310x4477x1725mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.3 GLS Sdr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic Sdr	H	40.0	12.6	170	7	£11195

Persona 4dr: same price as Sdr

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153

Warranty: 4 years/100000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595

Battery hire: £45-£67 per month

Twingo - 3590x1640mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.0 Scé (70) Expression	B	62.8	12.0	105	2	£3495
1.0 Scé (70) Play	B	62.8	12.0	105	3	£3995
1.0 Scé (70) S&S Dynamique	A	67.2	12.0	95	3	£10995
900cc Tce (90) S&S Dynamique	A	65.7	12.0	99	8	£11695

Zoe - 4084x1730mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe I Expression	A	N/A	13.5	0	15	£18443
75hp Zoe I Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043

Zoe models: add battery hire from £25 per month

Clio - 4062x1731mm, EURO-NCAP N/A

DRIVER POWER POS: 38

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc Tce (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	63.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc Tce (90) Dynamique	B	62.8	12.2	104	9	£14495
1.5 dCi (90) Dynamique	A	63.1	11.7	90	13	£15595
900cc Tce (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	63.1	11.9	93	13	£16595
1.2 Tce (120) FDC GT Line	F	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Luxe	F	44.8	6.7	144	29	£19995

Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 Tce

Megane - 4295x1808mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 92

1.6 (110) Expression+	G	40.9	10.5	159	13	£16790
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy Tce (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy Tce (115) Dynamique T	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£19245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745

Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000

Megane Coupe - 4295x1808-1848mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 92

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy Tce (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0T Renaultsport 265	J	34.0	6.0	190	36	£26930

Auto: add £

DRIVER POWER POS: N/A

6.6 V12 auto Ghost	M	20.8	4.7	327	N/A	E220009
6.6 V12 auto Ghost Extended WB	M	20.6	4.8	325	N/A	E220297

Wraith - 528x1947mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.6 V12 auto Wraith	M	20.2	4.4	327	N/A	E229945
---------------------	---	------	-----	-----	-----	---------

Phantom - 5605-6090x1987-1990mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.7 V12 auto Phantom	M	19.1	5.7	347	N/A	E305375
6.7 V12 auto Phantom Coupe	M	19.1	5.6	347	N/A	E331355
6.7 V12 auto Phantom DHC	M	19.1	5.6	347	N/A	E331355
6.7 V12 auto Phantom EVB	M	18.9	5.8	349	N/A	E357875

SEAT

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
Warranty: 3 years/60000 miles

MEI - 3540x1641mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.0 12v (70) S 3dr	B	62.8	14.4	105	1	E8195
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	1	E8705
1.0 12v (60) Eco motive 3dr	A	68.9	14.4	96	1	E9530
1.0 12v (60) SE 3dr	B	62.8	14.4	105	1	E9630
1.0 12v (60) I-TECH 3dr	B	62.8	14.4	105	3	E9995
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	2	E10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	2	E10995

Auto: add £1130 to SE, Sdr: add £350

Ibiza - 4031-4072x1693mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2 12v (70) S A/C 3dr	D	52.3	13.9	125	5	E11410
1.2 TDI S A/C 3dr	B	72.4	13.9	102	7	E13305
1.2 TDI S Eco motive 3dr	A	80.7	13.9	92	7	E13830
1.6 16v SE 3dr	F	47.9	11.8	139	9	E12545
1.6 16v SE 3dr	F	47.9	11.8	139	9	E12870
1.6 16v SE 3dr	F	47.9	11.8	139	12	E12870
1.2 TDI SE 3dr	D	53.3	9.7	124	12	E14185
1.2 TDI SE Eco motive 3dr	A	80.7	13.9	92	7	E14360
1.6 TDI SE 3dr	C	65.7	10.5	112	14	E14910
1.2 TDI I-TECH 3dr	C	55.4	9.8	119	15	E13790
1.2 TDI FR 3dr	C	55.4	9.8	119	12	E14190
1.4 TDI FR 3dr	B	60.1	7.8	109	12	E15495
1.6 TDI FR 3dr	C	65.7	10.5	112	14	E15910
2.0 TDI FR 3dr	D	60.1	8.2	123	22	E17085
2.0 TDI FR 3dr	E	47.9	6.9	139	27	E19880

D5G: add £895 to 1.2 TDI FR, Sdr: add £500 to SC, ST: add £1210, FR Edition: add £600 to 1.4 TDI ACT FR

Toledo - 4482x1703mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2 TDI (80) S	C	55.4	11.8	119	10	E14285
1.2 TDI (105) S	C	56.5	10.4	116	13	E15295
1.2 TDI (105) I-TECH	C	56.5	10.4	116	15	E17105
1.4 TDI (122) DSG SE Nav	F	46.5	9.5	146	17	E17965
1.6 TDI (105) Eco motive S	B	72.4	10.5	104	15	E17150
1.6 TDI (105) Eco motive I-TECH	B	72.4	10.5	104	15	E18670

SE Nav: add £1200 to S (not 1.2 TDI (85))

Leon - 4263x1784mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2 TDI S 5dr	C	57.6	10.0	114	12	E16115
1.6 TDI S 5dr	A	74.3	10.7	99	13	E17815
1.2 TDI SE 5dr	C	57.6	10.0	114	13	E17225
1.4 TDI SE 5dr	C	54.3	8.2	119	17	E17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	13	E18935
1.6 TDI (110) Eco motive SE 5dr	A	85.6	10.7	94	14	E19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	19	E20285
1.4 TDI ACT FR 5dr	C	54.3	8.2	119	18	E20000
1.8 TDI FR 5dr	F	47.1	7.5	139	25	E20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	20	E21890
2.0 TDI (180) FR 5dr	F	46.7	7.5	112	26	E22820
2.0 TDI (205) Cupra 3dr	F	44.1	5.9	148	26	E25960
2.0 TDI (205) Cupra 5dr	F	44.1	5.8	148	26	E27510
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	19	E24385
2.0 TDI (180) DSG X-PER SE Tech	E	55.4	7.1	133	23	E28870

D5G: add £1250 to 1.2 TDI SE, 1.8 TDI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr; £300 less than SE, Leon ST: add £825

Altea - 4282x1768mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.6 TDI (105) Eco motive I-TECH	C	62.8	12.2	119	14	E19345
2.0 TDI (140) I-TECH	D	57.6	9.7	129	19	E20145

D5G: add £570 to 1.6 TDI, Altea XL: add £270

Alhambra - 4854x1904mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

2.0 TDI (140) Eco motive S	F	50.0	10.9	146	18	E25630
2.0 TDI (140) I-TECH	F	50.0	10.9	146	18	E26030
2.0 TDI (177) SE Lux	G	48.0	9.5	158	21	E32420

D5G: add £1285, SE: add £1875 to S, SE Lux: add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Octigo - 3563x1641mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 2

1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	E8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	E9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	E10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	1	E10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	2	E10695

ASG auto: add £305 to SE and Elegance (S), Sdr: add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia (NEW) - 3992mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.0 MPI (60) S	B	60.1	15.7	106	2	E10600
1.0 MPI (75) S	B	58.8	14.7	108	4	E11460
1.2 TDI (110) DSG S	B	60.1	9.4	109	13	E13740
1.4 TDI (90) S	A	83.1	11.1	98	12	E12690
1.0 MPI (75) SE	B	58.8	14.7	108	5	E12760
1.2 TDI (90) SE	B	60.1	10.9	107	10	E13390

1.2 TDI (110) SE

1.2 TDI (110) SE	B	58.8	9.4	110	14	E14040
1.4 TDI (90) SE	A	83.1	11.1	98	12	E15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	E16840

Auto: add £1000 to 1.2 TDI (110) and 1.4 TDI (90), SE L: add £850 to SE, Estate: add £1000 to selected models

Rapid - 4482x1703mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2 (75) S	E	47.9	13.9	137	7	E13190
1.2 TDI (80) S	C	55.4	11.8	119	10	E13980
1.2 TDI (80) SE	C	55.4	11.8	119	10	E14930
1.2 TDI (105) SE	D	52.3	10.3	125	13	E15630
1.2 TDI (105) Sport	D	52.3	10.3	125	13	E15630
1.4 TDI (122) DSG SE	E	48.7	9.5	134	16	E17425
1.4 TDI (105) SE	C	64.2	10.4	114	15	E17380
1.2 TDI (105) Elegance	D	48.9	10.3	125	13	E16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	15	E18130
1.6 TDI (90) GreenLine	A	74.3	10.2	99	13	E17815

Rapid Spaceback: add £540, GreenTech: add £250 to 1.2 TDI (86), 1.4 TDI, and all 1.6 TDI SE and Elegance models

Octavia - 4659x1814mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: N/A

1.2 TDI (105) S	C	57.7	9.9	114	13	E16310
1.6 TDI (105) S	A	74.3	10.4	99	13	E18360
1.2 TDI (105) SE	C	57.7	9.9	114	18	E17660
1.4 TDI (140) SE	D	53.3	8.1	121	18	E18860
1.4 TDI (105) SE	A	74.3	10.4	99	13	E19740
2.0 TDI (150) SE	B	68.9	8.2	106	19	E20610
1.4 TDI (140) Elegance	D	53.3	8.1	121	19	E20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	14	E21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	20	E22310
1.8 TDI (180) Laurin & Klement	F	46.3	7.9	141	25	E26570
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	22	E26410
1.6 TDI (110) GreenLine II	A	74.3	10.6	85	15	E20300
2.0 TDI (180) vRS	C	61.4	8.1	119	26	E24020
2.0 TDI (220) vRS	F	45.6	6.8	142	29	E23755
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	19	E25315
2.0 TDI (180) DSG 4x4 Scout	E	55.4	7.8	134	22	E27990

D5G: add £1250 (£1390 to vRS), Estate: add £800, SE Business: £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

Superb - 4833x1817mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 3

1.4 TDI (125) S	E	47.9	10.5	138	19	E18690
1.6 TDI (105) Eleg GreenLine II	B	67.3	12.2	109	17	E23990
1.6 TDI (105) S	C	62.8	12.1	117	17	E19890
1.6 TDI (105) S GreenLine II	B	67.3	12.2	109	17	E20200
1.6 TDI (105) SE GreenLine II	B	67.3	12.2	109	17	E21685
1.8 TDI Elegance DSG	C	40.4	8.4	162	27	E26745
1.8 TDI SE	C	41.5	8.2	158	26	E21725
2.0 TDI (140) Elegance	C	61.4	10.9	119	23	E24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.9	119	24	E26830
2.0 TDI (170) Elegance	C	61.4	8.6	126	26	E25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	126	26	E27760
2.0 TDI (140) S	C	61.4	10.9	119	22	E20490
2.0 TDI (140) SE	C	61.4	10.9	119	23	E22130
2.0 TDI (170) SE	C	61.4	8.6	126	25	E23060
3.0 V6 DSG Elegance 4x4	K	30.4	6.4	215	35	E30655
3.0 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	35	E32645

D5G: add £1435 to 2.0 TDI, Estate: add £1125, 4x4: add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG: add £2895 to 2.0 TDI (170), Outdoor: add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

Roomster - 4214x1684mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 81

1.2 TDI (105) DSG S	E	50.0	11.0	134	12	E14185
1.2 TDI (80) S	E	50.0	12.6	134	9	E12750
1.2 TDI (105) SE	E	50.0	10.9	134	12	E14795
1.2 TDI (80) SE	E	50.0	12.6	134	9	E14130
1.2 12v (69) S	F	46.0	15.9	143	5	E12105
1.2 TDI (75) GreenLine II	B	67.0	15.4	109	9	E16325
1.6 TDI (105) SE	D	60.0	11.5	124	13	E15640
1.6 TDI (90) SE	D	60.0	13.3	124	11	E15415

Scout: add £660 to 1.2 TDI and 1.6 TDI SE

Yeti - 4223x1793mm, EURO-NCAP☆☆☆☆
DRIVER POWER POS: 1

1.2 TSI (105) S	F	46.3	11.4	142	13	E16715
1.6 TDI (105) GreenLine II S	A	61.4	12.1	119	14	E18205
2.0 TDI (110) S	E	55.4	11.6	134	14	E18055
1.2 TSI (105) SE	F	46.3	11.4	142	14	E18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	14	E19715
2.0 TDI (110) SE	E	55.4	11.6	134	14	E19565
1.2 TDI (105) Elegance	F	46.3	11.4	142	14	E20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	14	E21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	14	E21390
2.0 TDI (140) Outdoor SE 4x4	F	48.7	9.5	152	18	E22030
2.0 TDI (140) Outdoor Elegance 4x4	F	48.7	9.5	152	19	E23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	22	E24654
1.8 TSI (160) Outdoor L&L 4x4	I	36.2	8.4	184	22	E22165
2.0 TDI (140) DSG Outdoor L&L 4x4	I	49.6	10.2	164	19	E22716
2.0 TDI (140) Outdoor L&L 4x4	I	49.6	10.2	164	19	E22716

DSG: add £110 to 1.2 TSI, Yeti Outdoor: same price as standard
4x4: add £1540 to 2.0 TDI (110) Outdoor S and Outdoor SE

Warranty: Lifetime/100000 miles

Adam - 3698x1720, EURO-NCAP ★★★★★ DRIVER POWER POS: 23

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.2 VVT 100i	D	53.3	14.9	124	3	£14095
1.4 VVT (87) 100i	D	51.4	12.5	129	6	£17130
1.4 VVT (100) 100i	D	51.4	11.5	129	8	£17255
1.6 T115 100i	C	57.6	9.9	114	10	£19465
1.4 VVT (87) Black Edition	D	51.4	12.5	130	8	£14995
1.4 T115 100i	D	47.8	8.5	139	N/A	£15995

StarUpStop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Star: add £1895, White Edition: same price as Black Edition

Corsa - 4021x1736-1746mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£12455
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sling 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sling 3dr	C	55.4	13.2	119	6	£2940
1.0T (115) S/e ecoFLEX Sling 3dr	C	57.6	10.3	114	11	£10825
1.0T (115) S/e ecoFLEX Sling R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Exhite 3dr	D	53.3	16.0	124	3	£11965
1.4i (90) ecoFLEX Exhite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Exhite 3dr	C	57.6	10.3	114	12	£14055
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	C	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e ecoFLEX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e ecoFLEX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	D	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	C	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	10.4	119	10	£12595
1.3 CDTi (75) S/e ecoFLEX SRI 3dr	A	76.3	14.8	99	5	£13845
1.3 CDTi (95) S/e ecoFLEX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	C	57.6	11.9	100	9	£14070
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	10.4	119	10	£12640
1.3 CDTi (75) S/e ecoFLEX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e ecoFLEX SE 3dr	A	88.3	11.9	85	9	£14990

Auto: add £555 to 1.4i (90) (not Life, Sling, Limited Edition), Sdr: add £600 (not Sling R), SRI VX-Line: add £1035 to SRI

Astra - 4290-4419x1753-1814mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	D	51.0	12.9	129	9	£12350
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/e Design	B	72.0	13.8	104	12	£16335
1.6 CDTi (110) ecoFLEX S/e Design	A	63.0	11.8	94	12	£17775
1.6 CDTi (130) ecoFLEX S/e Design	B	63.0	10.7	104	18	£18390
1.4 VVT (100) Exhite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Exhite	F	45.0	10.9	147	12	£18655
1.7 CDTi (110) ecoFLEX S/e Exhite	A	63.0	11.8	99	15	£19845
1.6 CDTi (130) ecoFLEX S/e Exhite	B	63.0	10.7	104	18	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£17755
1.6 VVT (115) SRI	F	45.0	10.9	147	12	£18655
1.7 CDTi (110) ecoFLEX S/e SRI	A	63.0	11.8	99	15	£19845
1.6 CDTi (130) ecoFLEX S/e SRI	B	63.0	10.7	104	18	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£17755
1.6 VVT (115) SRI	F	45.0	10.9	147	12	£18655
1.7 CDTi (110) ecoFLEX S/e SRI	A	63.0	11.8	99	15	£19845
1.6 CDTi (130) ecoFLEX S/e SRI	B	63.0	10.7	104	18	£19995
1.4 VVT (100) SRI	D	51.0	12.9	129	9	£17755
1.6 VVT (115) SRI	F	45.0	10.9	147	12	£18655
1.7 CDTi (110) ecoFLEX S/e SRI	A	63.0	11.8	99	15	£19845
1.6 CDTi (130) ecoFLEX S/e SRI	B	63.0	10.7	104	18	£19995

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £650 to 1.4T, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4498x1787mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£28495

Insignia - 4842x1856mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.8 VVT (140) Design Sdr	G	40.4	11.5	164	14	£16479
1.4T (140) S/e Design Sdr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/e Design Sdr	A	76.3	11.9	99	15	£18844
2.0 CDTi (130) Design Sdr	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design Sdr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design Sdr	C	65.7	9.5	114	20	£19554
1.8 VVT (140) Sdr	D	40.4	11.5	164	14	£18279
1.4T (140) S/e Sdr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/e Sdr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) Sdr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX Sdr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX Sdr	C	65.7	9.5	114	20	£21544
2.0 BICDTi (195) S/e Sdr	D	60.1	8.7	125	24	£24194
2.0T (250) S/e Sdr VX-Line Sdr	H	39.2	7.5	169	26	£22449
1.4T (140) S/e Sdr	J	60.1	8.7	169	26	£21574
1.6T (170) S/e Sdr	J	47.9	9.2	139	26	£22994
2.0T (250) S/e Sdr	H	39.2	7.5	169	26	£23699
2.0 CDTi (120) S/e Sdr	A	76.3	11.9	99	16	£23214
2.0 CDTi (140) ecoFLEX Sdr	A	76.3	10.5	99	19	£23274
2.0 CDTi (163) ecoFLEX Sdr	C	65.7	9.5	114	20	£23734
2.0 BICDTi (195) S/e Sdr	D	60.1	8.7	125	24	£23739
1.8 VVT VXZ SuperSport Sdr	L	27.0	5.6	249	37	£28769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Saloon: same price as Sdr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VX-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Insignia Country Tourer - 4913x1856mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 82

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
2.0 CDTi (163) ecoFLEX	C	62.8	9.5	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	12	£23554
2.0 BICDTi (195) 4x4 auto	H	42.8	9.9	174	16	£23914

Auto: add £1660 to 2.0 CDTi

Meriva - 4288x1812mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 82

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.4 VVT (100) Expression	D	46.3	13.9	140	8	£12825
1.4 VVT (100) S	D	46.3	13.9	140	8	£16420
1.4 VVT (100) S	D	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	D	57.6	16.9	129	8	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) S	C	64.2	13.9	120	10	£20340
1.6 CDTi (130) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	D	46.3	13.9	140	7	£19395
1.3 CDTi (75) Tech Line (a/c)	D	57.6	16.9	129	5	£16160
1.4 VVT (100) S (a/c)	D	46.3	13.9	140	8	£19445

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.4T VVT (120) SE (a/c)	B	47.9	11.5	139	14	£19175
1.4T VVT (140) SE (a/c)	G	44.2	10.3	151	14	£20095
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (130) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Excl. SE, Excl. SE: add £870 to S

Zafira Tourer - 4638x1884mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.4T (140) S/e Excl. SE	F	45.0	9.9	148	14	£22880
1.4T (140) S/e SE	F	45.0	9.9	148	15	£24020
1.8 VVT (140) ES	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Excl. SE	H	39.0	10.9	169	14	£21375
1.6 CDTi (130) Excl. SE	E	54.0	11.5	109	11	£25460
1.6 CDTi (110) ES	E	54.0	11.5	109	11	£22630
2.0 CDTi (130) ecoFLEX S/e SE	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) S/e ecoFLEX S/e Excl. SE	C	63.0	10.6	119	15	£24000
2.0 CDTi (163) S/e Excl. SE	E	54.0	9.1	137	19	£24605
2.0 CDTi (130) ecoFLEX S/e SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (163) S/e SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/e BIC Turbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (163), SRI: £45 less than SE, Tech Line: £2225 less than Excl. SE, Elite: add £1500 to SE

Medica - 4288mmx1777mm, EURO-NCAP N/A DRIVER POWER POS: 29

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.6 16v (110) S/e Excl. SE	G	43.5	12.2	153	6	£18064
1.4T (140) S/e Excl. SE	E	47.1	9.6	139	12	£18724
1.4T (130) S/e Excl. SE	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, Aut. add £1070, Tech Line: £2000 less than Excl. SE, add £2500 to Excl. SE

Amlara - 4596x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
2.2 CDTi (163) Excl. AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Excl. AWD	H	43.0	9.9	175	25	£21030
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£23835
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Excl. AWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Excl. AWD models

GTC - 4466x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

	Eco lead	MPG	0-60mph	CO ₂	Insurance group	Let price
1.4T (120) S/e Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/e Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/e Sport	C	63.0	11.9	113	13	£20850
1.7 CDTi (130) S/e Sport	C	63.0	10.8	119	13	£21465
2.0 CDTi (140) S/e Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/e BIC Turbo	C	53.3	7.8	129	27	£24175
2.0T (240) VXR	J	34.5	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models



Brits clinch top Le Mans seats



Stephen Errity

Stephen_Errity@dennis.co.uk

AE RISING British star Harry Tincknell will be among the drivers to take on the World Endurance Championship and Le Mans 24 Hours in Nissan's radical new front-engined GT-R LM racer.

Tincknell, 23, joins Spanish ex-F1 driver Marc Gene and Frenchman Olivier Pla for a full-season campaign, while Japanese GT champion Tsugio Matsuda will be in the third car that Nissan will run at Le Mans. Further names for the nine-strong squad will be announced in the coming weeks.

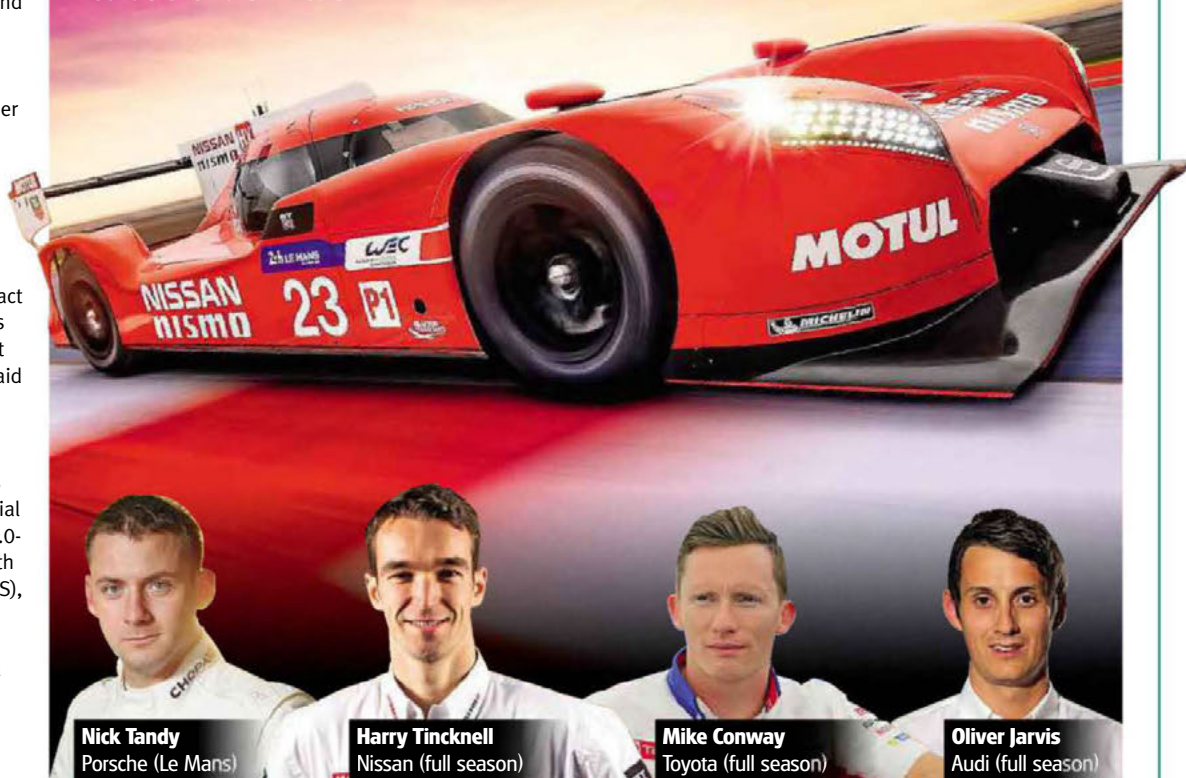
"To be offered my first factory contract in racing with a manufacturer as big as Nissan is something I've dreamt about since I began karting 13 years ago," said Tincknell, who won the LMP2 class at Le Mans last season and is mentored by triple overall winner Allan McNish.

The GT-R LM Tincknell will drive was unveiled in a US Super Bowl commercial earlier this month. It's powered by a 3.0-litre V6 turbocharged petrol engine with a Kinetic Energy Recovery System (KERS), and unlike the other factory LMP1 racers, it sends its power to the front wheels, which is claimed to produce a power output of at least 1,250bhp.

Nissan will take on the established might of Audi, Porsche and Toyota in the series' top LMP1 class, and all

■ Nissan, Toyota, Audi and Porsche all sign British talent for 2015 ■ Full grid for championship

Radical new Nissan GT-R LM will take on Audi, Porsche and Toyota in the WEC and the Le Mans 24 Hours



Nick Tandy

Porsche (Le Mans)

Harry Tincknell

Nissan (full season)

Mike Conway

Toyota (full season)

Oliver Jarvis

Audi (full season)

"Tincknell, 23, joins ex-F1 driver Marc Gene and Frenchman Olivier Pla in the Nissan"

three rivals have also signed up young British driving talent for 2015.

At Audi, Oliver Jarvis is stepping up to a full-season campaign, having raced only at Le Mans last year, while Toyota has promoted Mike Conway from test to race driver. Nick Tandy will drive a third Porsche 919 at Le Mans

alongside F1 star Nico Hulkenberg and New Zealander Earl Bamber.

The LMP2 class sees a healthy increase in full-season entries, going from four in 2014 to 10 for this year.

British outfit Strakka Racing will be on the grid with its new Dome coupé, driven by the 2010 Le Mans LMP2

class-winning line-up of Jonny Kane, Nick Leventis and Danny Watts.

The production-based GT class will once again see Ferrari, Porsche and Aston Martin battle it out for honours over the course of the eight-round season. Corvette will join for the Le Mans 24 Hours in June only.

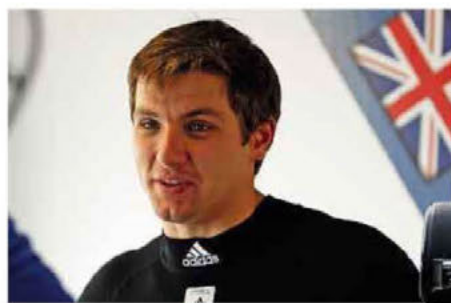
Marussia could return to F1 grid

THE Marussia Formula One team could return to the grand prix grid – but under its original name of Manor Motorsport.

Former Sainsbury's supermarket boss Justin King is reported to be one of the investors aiming to bring the squad back. It missed the last three races of the 2014 season when Russian backer Andrey Cheglov ceased his funding after seeing the team race at his home grand prix in Sochi.

King's 20-year-old son Jordan was British Formula 3 champion in 2013 and recently confirmed he would be graduating to the GP2 Series in 2015 with top team Racing Engineering.

A planned auction of Marussia's race equipment and cars was called off at



Father of F3 star Jordan King (left) is behind the bid to rescue Marussia

the last minute and administrators have announced that the company will exit bankruptcy on 19 February.

However, the F1 Strategy Group, composed of Red Bull, Mercedes, Ferrari, Williams and Force India, has

rejected the team's request to run a modified version of its 2014 car.

When Manor Motorsport entered F1 in 2010, it was initially known as Virgin Racing, before being renamed after new backer Marussia in 2012.



■ BMW REVEALS M6 GT3

BMW has released the first images of its new M6 GT3, which is set to make its competition debut in 2016.

The car will succeed the current BMW Z4 GT3 racer and, like its predecessor, will be eligible to compete in events such as the British GT Championship and the Blancpain GT Series in Europe.

Power comes from a 4.4-litre V8, producing over 500bhp, while the car weighs less than 1,300kg.

6 ISSUES FOR JUST 50p

PLUS A FREE JACK PYKE FLASK

Subscribe for our Half Price Heroes rate!

As part of our Half Price Heroes Special Issue, we're halving our subscription offer! Start your subscription to Auto Express with 6 issues for just 50p (saving you over £15 on the shop price during your trial). Enjoy the latest motoring news delivered to your door each week and we'll send you an exclusive welcome gift!

YOUR FREE JACK PYKE FLASK

This Jack Pyke stainless steel insulated flask is the perfect companion to cold days or a long drive. Get yours FREE with Auto Express today!



YOUR GREAT SUBSCRIPTION OFFER

- HALF PRICE trial offer
- FREE Jack Pyke Flask
- FREE delivery of every issue
- Save 46% on your subscription
- All the latest news, road tests & reviews delivered to your door each week

Order online at dennismags.co.uk/autoexpress

Call **0844 844 0026** quoting code: **P1357P**

Or complete and return the form

Auto Express Subscription Order Form

- ☐ **YES!** Please start my subscription to Auto Express and send me my FREE Jack Pyke Flask. If I choose not to continue my subscription after my trial period, I will miss out on the UK's biggest car news weekly and a 46% saving on the shop price.
- ☐ I am an existing subscriber. Please extend my subscription with this offer.

YOUR DETAILS

Mr/Mrs/Ms	Forename
Surname	
Address	
Postcode	
Daytime Tel	Mobile Tel
E-mail	Year of Birth

Dennis Publishing (UK) Ltd uses a layered Privacy Notice, giving you brief details about how we would like to use your personal information. For full details please visit our website www.dennis.co.uk/privacy/ or call us on 0844 844 0063 or 01796 419 844. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via, direct mail, phone, email and SMS. You can opt-out at ANY time via www.subinfo.co.uk or privacy@dennis.co.uk or 0844 844 0063 or 01796 419 844.

DIRECT DEBIT PAYMENT

- ☐ Just £19.99 every 13 issues (Save 46% on the shop price)

Instruction to your Bank or Building Society to pay by Direct Debit		DIRECT Debit
Name and full postal address of your Bank or Building Society		Originator's Identification Number 7 2 4 6 8 0
To the manager: Bank name Address Postcode	Instructions to your Bank or Building Society Please pay Dennis Publishing Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assumed by the Direct Debit Guarantee. I understand that this instruction may remain with Dennis Publishing Ltd and if so details will be passed electronically to my Bank/Building Society.	
Account in the name(s) of Branch sort code Bank/Building Society account number	Signature(s) Date	
<small>Banks and building societies may not accept Direct Debit instructions for some types of account</small>		

RETURN TO: FREEPOST RLZS-ETGT-BCZR, Auto Express Subscriptions, 800 Guillat Ave, Kent Science Park, Sittingbourne ME9 8GU (no stamp required).

Gifts are limited to first 200 orders. Please allow 28 days for delivery. UK only. This offer is limited to one per household. Alternative gift may be supplied. You will be able to view your subscription details online at www.subinfo.co.uk

Auto Express Print edition quote offer code: **P1357P**

HALF PRICE
HEROES

SAVE
46%

AE YOU wouldn't believe how often broadcasters wheel me into their studios to discuss the thorny subject of 'retests' for motorists in certain age groups.

One minute, pensioners with half-century-old licences are the problem. The next, it's newly qualified youngsters who are branded the worst drivers on the road.

Do I detect age discrimination here? Please, can we stop putting fear into young and old folk with threats of automatic 'retesting' and, in turn, the possible loss of their full licences and modest cars?

What's wrong with ALL qualified drivers being legally required to sit and steer their way through professional driving appraisals (not tests) once a year? For each 60-minute assessment they'd pay around £20, or a little more if driving the appraiser's car.

Only qualified driving instructors could qualify as appraisers, and it would mean more work for existing driving schools, plus potential and much needed employment prospects for would-be instructors/appraisers/assessors.

The icing on the cake is that the training industry and its workers will earn more while appraising 30 million-plus drivers per annum. HM Treasury will rake in additional corporate and employee taxes. Britain will get richer.

The counter argument goes that already cash-strapped drivers will be £20 a year poorer. But will they? Perhaps forward-thinking car insurers can pick up the tab for some or most of their customers. After all, a policy holder who consistently receives brief but glowing written assessments is surely bound to have fewer prangs.

Maybe firms who employ company car drivers will pay the fee on behalf of their staffers. And what better affordable birthday present from grandma to grandson than a £20 appraisal booked with a driving school convenient to him? But even if you're on your own and must pay it yourself, consider the modest annual spend one of the best investments you'll make during the course of each motoring year.

Voluntarily, I've just done my first appraisal (see Page 26) and will definitely be going back for more. Like personal health checks, gas boiler inspections and routine servicing on cars, annual driving appraisals aren't compulsory – but they should be.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

W What's wrong with all qualified drivers being required to sit through professional driving appraisals once a year?

next issue

DRIVEN



All-new XC90

We hit the road to give the definitive verdict on Volvo's stylish super-SUV

TESTED



Focus ST diesel vs Golf GTD, V40

Ford's hottest diesel hatch takes on rivals from Volkswagen and Volvo

ON THE ROAD



New R8 blasts off

We hitch a ride on 'sign-off' drive for Audi's next-generation supercar

AE News **AE Product tests**
AE Drives **AE Features & Sport**

on sale 
Wednesday 18 February



Do you agree with Mike?

Have your say at facebook.com/autoexpress



SEEK FEELING. THE RESPONSIVE XC60.

The XC60 has been carefully designed to offer maximum responsiveness on any road.

CORNER TRACTION CONTROL
HIGH PERFORMANCE SOUND
POWER OPERATED TAILGATE
20" ALLOY WHEELS
CITY SAFETY
BLUETOOTH
DAB RADIO

£339
per month

On Personal Contract Hire

The XC60 D4 SE. Initial rental is £3051, 8000 miles per annum, with a 36 month agreement and excess mileage charges apply.

BOOK A TEST DRIVE TODAY
AT **VOLVOCARS.CO.UK**



Official fuel consumption for the Volvo XC60 D4 SE (manual) in MPG (l/100km): Urban 57.6 (4.9), Extra Urban 65.7 (4.3), Combined 62.8 (4.5). CO₂ Emissions 117g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results. Important information: 18's & over, subject to status. Vehicle must be returned in good condition to avoid further charges. Excess mileage charges 16.56p per mile. Subject to availability at participating dealers for vehicles registered 01/01/15 to 31/03/15. Not available with other promotions. Provided by Lex Autolease Ltd trading as Volvo Car Leasing, SK3 0RB.



GO 3NJOY

There has never been a better time to go enjoy a brand new MG. From only £8,399 OTR the MG3 has loads of exciting extras as standard including distinctive LED daytime running lights and USB/AUX input. With over one million personalised combinations to discover, you really will get more MG for your money.

Or why not test-drive the stylish and fully equipped MG6? Excellent handling, spacious interior and plenty of gadgets are only a few of the reasons to go large.



MG3 From **£8,399** OTR



MG6 From **£16,995** OTR

GET MORE MG FOR YOUR MONEY. Go find your dealer at mg.co.uk

MG3 Fuel consumption mpg (l/100km) for MG3 Range: Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km. MG6 Fuel Consumption mpg (l/100km): DTI-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.
Models shown – MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTI-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTI-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit mg.co.uk

CURIOSITY

HAS ITS

REWARDS

TOPGEAR
MAGAZINE
AWARDS
2014

HATCHBACK OF THE YEAR
CITROËN C4 CACTUS

ON PERSONAL LEASE*

FROM £165-£249 PER MONTH

CITROËN prefers TOTAL

NEW CITROËN C4 CACTUS

Could we make the engine smaller and more efficient? Why can't all the dials and switches be accessible on one touchscreen? What material creates a smoother more aerodynamic ride? How do we give the doors more protection? From interior to exterior, we questioned everything. Maybe that's why we won Top Gear Magazine's 'Hatchback of the year'. Go to www.citroen.co.uk/cactus to find out more. **Stay Curious.**

CRÉATIVE TECHNOLOGIE



CITROËN

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO₂ Emissions (g/km) (Range). Highest: New Citroën C4 Cactus PureTech 110 S&S manual: Urban 5.8/48.7, Extra Urban 4.0/70.6, Combined 4.7/60.1, 107 CO₂. Lowest: New Citroën C4 Cactus BlueHDi 100 manual with 15 inch wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO₂. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.

*Prices and offers apply to retail sales of qualifying New C4 Cactus models ordered and delivered between 01/01/15 and 31/03/15 and include VAT, delivery to dealer and number plates, Government Registration Fee and 12 months' graduated vehicle excise duty. Model shown: New C4 Cactus PureTech 82 manual Flair. OTR price £16,340 (incl. Blue Lagoon at extra cost of £250). Initial customer rental £2,785.47 (plus a £1,000 Citroën contribution); followed by 36 monthly rentals of £199; optional final rental £6,900. Lowest and highest Elect 4 Personal Lease examples are based on New C4 Cactus PureTech 82 manual Flair and New C4 Cactus e-HDi 92 ETG6 Flair respectively. Initial customer rental £2,892.34 (plus a £1,000 Citroën contribution) - £3,221.55; followed by 36 monthly rentals of £165 - £249; optional final rental £6,267 - £6,227. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Limited is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.

THE ULTIMATE IN PERFORMANCE UPGRADES.

AT DMS AUTOMOTIVE
WE'VE BEEN UNLEASHING
AUTOMOTIVE PERFORMANCE
FOR OVER 18 YEARS.



DMS 1M (EVO MARCH '12)

"THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10)

"IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09)

"THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW
MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)

"IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR,
YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11)

"DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



BELOW IS A SMALL SELECTION OF OUR MORE POPULAR MODELS TO UPGRADE. WE ARE ABLE TO
UNLEASH PERFORMANCE FROM SMALL FOUR CYCLINDER DIESEL ENGINES UP TO V12 SUPERCARS:

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
CAYENNE GTS » 440 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 300+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

MERCEDES-BENZ

'63' 5.5 Bi-TURBO ALL MODELS » 600+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
SL65 BLACK » 720+ BHP (+DE-LIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG » 530+BHP (+DE-LIMIT)
SL63 AMG » 560+BHP (+DE-LIMIT,
RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 389 BHP (+DE-LIMIT)
SLK 350 » 328 BHP
220 CDI ALL MODELS » 210+ BHP
250 CDI ALL MODELS » 259+ BHP
320 CDI V6 » 274 BHP
350 CDI V6 » 312 BHP
420 /450 CDI V8 » 358 BHP

BMW

M5/M6 F10 » 620+ BHP
M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618 BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M3 E46 » 370 BHP (+DE-LIMIT)
F10 520D » 221 BHP
F10 530D » 296 BHP
F10 535D » 358 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
730D » 290+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 296 BHP
X6 X50i 4.4 » 500+BHP
535D / 335D / X5 SD » 355+ BHP
M135i Please call

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 600+BHP
LP640 » 707 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
ALL 2014 MASERATI'S Please call
AUDI RS6 4.0 T V8 Please call
AUDI RS6 V10 » 680+BHP +DE-LIMIT
AUDI R8 V1 » 592+BHP
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT
AUDI RS3 » 420+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP
AUDI 3.0TDI (ALL MODELS) » 300+ BHP
AUDI S3 / GOLF R » 317+ BHP
ALL 2014 RANGE ROVERS AVAILABLE
RANGE ROVER 4.4 TDV8 » 395 BHP
R ROVER SPORT 3.0D » 305 BHP
EVOQUE 2.2 DIESEL » 240 BHP
BENTLEY 4.0 T V8 » 600+ BHP
BENTLEY CGT/F-SPUR (INC 2013) » 660 BHP
GT SPEED / SUPERSPORT » 680+ BHP

FOR ALL OTHER MAKES AND MODELS,
PLEASE CALL US.

WORLDWIDE OFFICES AND
INSTALLATION: UK » IRELAND » EUROPE
USA » ASIA » AUSTRALIA » S.AFRICA

E: SALES@DMSAUTOMOTIVE.COM

f /DMSAUTOMOTIVE FOLLOW US FOR OUR LATEST NEWS!

WWW.DMSAUTOMOTIVE.COM

UK: 0845 850 1845 INT: +44 845 850 1845

MORE
BHP
EQUALS
LESS
RPM
EQUALS
MORE
MPG



DESIGNED IN THE UK
DEVELOPED AT OUR
NURBURGRING
TESTING FACILITIES





Car Insurance

Be Wiser... Save Money

- The best policy at the best price
- We search over 30 insurance companies
- FREE Breakdown cover
- FREE Legal protection
- Instant cover and instalments
- Good credit rating? Save up to 40%!

Freephone:

0800 298 9648

Online quotes at: www.bewiser33.co.uk



Be Wiser
Insurance



For all your Insurance needs -
car, motorbike, van, multi-vehicle, home & travel

SPOT THE DIFFERENCE



SKY INSURANCE IS THE OFFICIAL PARTNER OF 'EVO' & 'CLASSIC AND PERFORMANCE CAR.COM'.
DISCOUNTS AVAILABLE FOR EVO READERS



THE GUY IN THE TOP PHOTO
PAID £148 LESS FOR HIS INSURANCE.
HE INSURED THROUGH SKY INSURANCE,
THE PERFORMANCE CAR SPECIALISTS.
www.skyinsurance.co.uk - 03303 331 250

SKY INSURANCE

Great insurance deals

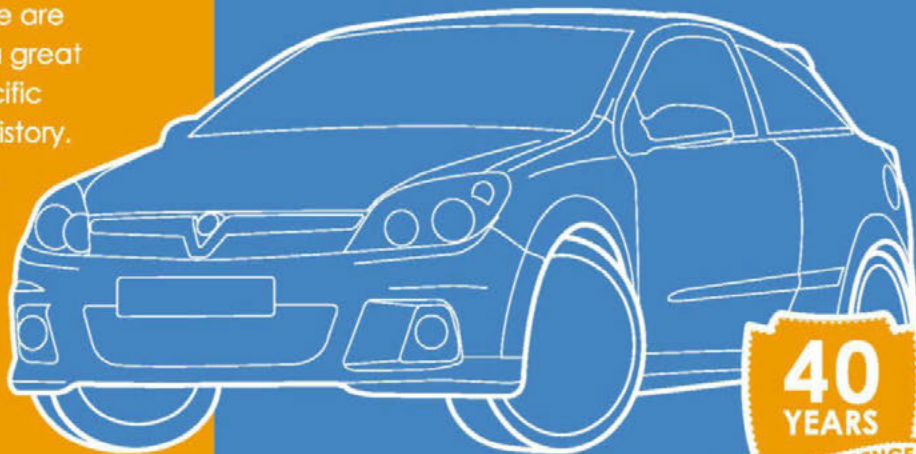
Adrian Flux know how much you love your car, that's why we are dedicated to finding you a great policy tailored to your specific requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Get Your Insurance In Gear



Benefits available include:

- FREE Legal Cover
- Breakdown Cover
- Agreed Value
- Limited Mileage Discounts
- Modifications Cover
- Club Member Discounts

3 SHELVING BAYS **MEGA DEAL!**

100%
BOLTLESS ASSEMBLY

ONLY
£99.00 ex VAT
£118.80 inc VAT
EXCLUDING CARRIAGE



175kg
UDL PER LEVEL

Product Code
MD4B

- ✓ Strong steel frame & chipboard decks
- ✓ Money back guarantee. Conditions apply see online
- ✓ Bay Dimensions: 1780h x 900w x 450d mm
- ✓ Box Dimensions: 260h x 360w x 460d mm, 30 litre capacity

3 SHELVING BAYS

+15 PLASTIC BOXES

ONLY
£139.00 ex VAT
£166.80 inc VAT
EXCLUDING CARRIAGE



Product Code
MD4BP

48hr
DELIVERY

*2 Boxes fit
per shelf*

FREE Plastic Bin Kit

With every order over £99*

Quote **AE15** at time of order

Offer ends 13.03.2015

*Excludes VAT & carriage. Tools not included.



Code	Description	Offer Price Ex VAT	Offer Price Inc VAT	Carriage Inc VAT	Total Price Inc VAT
MD4B	3 BAYS	£99.00	£118.80	£24.00	£142.80
MD4BP	3 BAYS + 15 BOXES	£139.00	£166.80	£36.00	£202.80

TUDL = Uniformly Distributed Load. Carriage is per set, orders of multiple sets will incur extra carriage charge. Please phone for full details or go online.

**REQUEST YOUR
FREE
CATALOGUE
ONLINE TODAY**

BigDUG™

Delivery price is to Mainland UK only. All prices correct at time of going to press. We reserve the right to change products & prices at any time. Offers subject to availability.

ORDER NOW: 08450 177 732
www.bigdug.co.uk/megadeals

Sales Lines open Mon-Fri 9am-8pm, Sat-Sun 9am-6pm. Calls charged at a max of 2p per min from BT landline. E & OE.
Co Reg No. 5019218 For full terms visit www.bigdug.co.uk BigDUG Ltd, Green Lane, Tewkesbury GL20 8HD



CONFERENCE CENTRE

ENGINEERED TO INSPIRE

WILLIAMS

The award-winning Williams Conference Centre is a state of the art conferencing facility that never fails to impress

Located at the home of leading Formula One team Williams in Grove, Oxfordshire, the Williams Conference Centre offers a secure environment in which to meet, inform, discuss, educate and celebrate

Our 10 multi-purpose event rooms can accommodate up to 200 guests and afford excellent flexibility within modern and inspiring surroundings

Our Ayrton Senna room is a fully equipped presentation theatre and the ideal venue for events that require maximum impact with professional production

Our in-house AV Technician works with you to ensure a seamless presentation saving you both time and money

The Ayrton Senna room forms part of our Drivers Suite which, used in its entirety, can accommodate awards or celebrations for up to 200 guests with superb catering

Be it formal Boardrooms, Cabaret, Classroom, Theatre or U-shape, our Centre offers total flexibility, with every event having its own private catering area

Also including on-site secure car parking for 150 cars and complimentary Wi-Fi for all guests

The Williams Conference Centre is the home of the Williams Grand Prix Collection, the largest private collection of Formula One cars in the world charting the history of the Williams F1 Team

A tour of The Collection is included in all events, with Public Tours available throughout the year

Each season, the team hosts a number of Grand Prix Race Days at The Centre. A unique day out for Formula One enthusiasts and an ideal Corporate Hospitality opportunity



WILLIAMS
CONFERENCE CENTRE
GROVE
OXFORDSHIRE
OX12 0DQ

T +44 (0) 1235 777 900
CONFERENCES@WILLIAMSFI.COM
WILLIAMSFICONFERENCES.COM
[@WILLIAMSFICC](https://FACEBOOK.COM/WILLIAMSCONFERENCECENTRE)

THE LUXURY OF ONE TYRE FOR FOUR SEASONS



QUATRAC 5

Maximum water displacement

Excellent handling performance

Optimum stability

Perfect grip



VREDESTEIN QUATRAC 5. THE LATEST GENERATION ALL-SEASON TYRE OFFERS AN OPTIMISED PERFORMANCE IN ALL WEATHER CONDITIONS. 3D GRIP CLAWS FOR PERFECT GRIP AND ACCELERATION ON SNOW AND ICE. ENHANCED STABILITY AND IMPROVED HANDLING ON DRY SURFACES. EXTREMELY WEAR-RESISTANT THANKS TO INNOVATIVE FULL SILICA COMPOUND. GREEN EU TYRE LABEL: BENEFITS PEOPLE, THE ENVIRONMENT AND YOUR WALLET!



VREDESTEIN
DESIGNED TO PROTECT YOU